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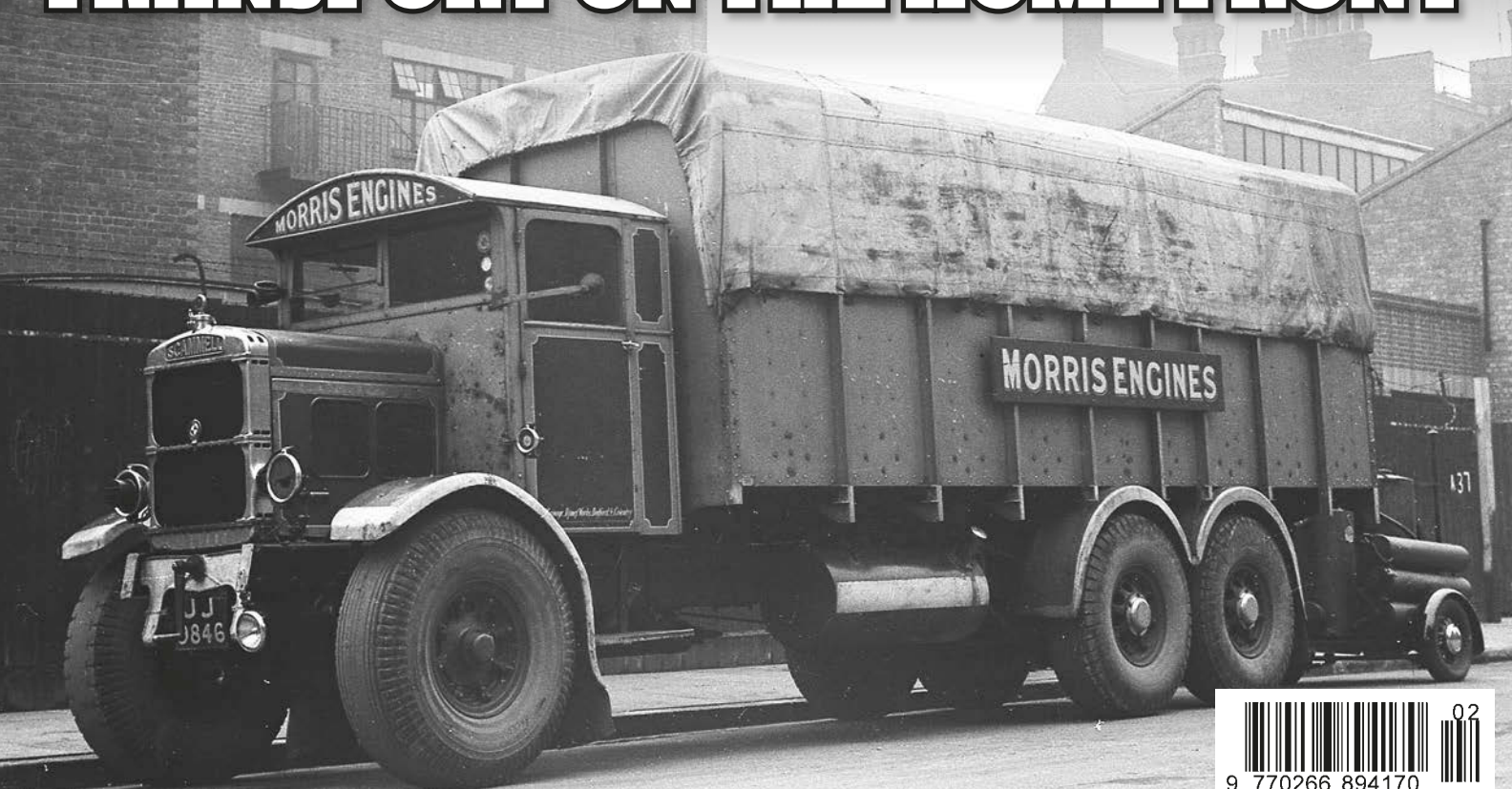
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Above: A somewhat battered-looking Leyland Beaver 'wagon and drag', Cusick of Oldham's fleet no 23, DBA 157 (Salford, 1947), on a cobble street, among those 'dark satanic mills'. The draw-bar trailer is being loaded with bales of cotton cloth, which would probably be for export. There is a Daimler Consort saloon parked to the rear and opposite is an Albion belonging to another Lancashire operator, Wilkinson. (CHC aac042)

This being the first issue to actually appear in 2018, I'd like to wish everybody a Happy New Year. I personally hate this time of year, for some reason, but never mind, it's a good time to look forward and back.

To that end –and to cheer us all up – we still have lots of sunny pictures in our Rally Round-up pages looking back to last summer's rallies, with the autumn events to come next month. This should get us 'fired-up' ready for this year's rallies which, of course, have already started. The local New Year's Day classic car event I visited was packed with vehicles and people – until the rain drove everyone away, unfortunately. But it does go to show just how strong the classic vehicle movement is, that a town – in this case Stony Stratford – could be all but given over to classic cars and so on for the day. Wonderful stuff.

This year sees some important anniversaries for those of us who spend a lot of time looking back. It's 70 years since the formation of British Road Services, as part of the nationalisation of our road and rail transport in 1948. Of course, being Britain, this was never totally carried out, but BRS, Pickfords, British Railways and Tilling Group buses were all a major part of our national transport system for many years. We'll be looking at all of this over the coming months in Vintage Roadscene and possibly with a Road Haulage Archive issue as well...

Robin Masters' flyer for the BRS70 event is shown here. Let's hope every preserved BRS



lorry can be there, to make this the special day it deserves to be. We'll certainly be there...

This year also sees 50 years since the UK's licensing system was changed with the Transport Act, completely altering the way most of the goods and passenger operations in this country were carried out. Out went A, B and C Licences, and we got Operator Licensing, as well as changes in the 'C & U Regs' for goods vehicles, along with HGV licences, artics and containerisation. There was also the National Bus Company and 'PTEs' (regional Passenger Transport Executives) for buses and coaches. A lot of upheaval, but then that never seems to stop in the transport industry...

So there's lots to look forward to in the coming issues, as we look back at these times of change. We are also planning articles on a number of transport companies from the past. Our pictures of 'Textiles in the North' in the last issue struck a chord with a number of readers, as so often happens. On this page is one we missed, which actually appeared before, in issue 151, June 2012, when we covered the lorries of Cusick of Oldham, once

a major transport operator in the North-west. Sometimes the subjects we cover overlap, but I suppose that indicates how our interest in the subject comes from different directions, as well as how important transport is to the nation, which again is why it's so interesting to us.

ON THE COVER...



"Keep Calm and Carry On" was the slogan, but it must have been very hard on the Home Front. In this issue are some interesting pictures taken of vehicles in use during World War II. A Scammell six-wheeler like this, running on Producer Gas, with masked headlights in the black-out, must have been even more of a handful than usual. (CHC aaw762)

RANGE ROVER FIRE ENGINES

Ron Henderson continues his look at how fire services used this type of vehicle.

**PART
TWO**



Above: A Carmichael Commando with a difference. This mobile emergency stair unit was constructed by Carmichael, to the requirements of Belfast Airport for rescue purposes and the rapid removal of occupants of crashed aircraft. The three Aer Rianta airports at Cork, Dublin and Limerick each had standard Commando fire engines.

Carmichael's 6x4 Commando chassis was also available to other fire engineering companies, but very few used the chassis, apart from the short lived Mountain Range Company that supplied a fire engine to Guernsey. However, this all changed in 1976 when Gloster-Saro of Hucclecote, Gloucester, gained an order from the Ministry of Defence to supply an initial batch of 43 rapid intervention fire engines for service at Royal Air Force and Royal Navy Establishments.

Designated the TACR2 (Truck - Aircraft Crash Rescue Mk 2), this was a successor to the TACR1 based on a Land Rover One Ton 109 inch chassis. It was designed to Ministry specifications for a hi-performance fire/rescue truck, to cover initial crash rescue duties within military establishments, in advance of larger crash tenders. The TACR2 was a totally different design from Carmichael's Commando, the most obvious difference being that it had a



Right: Newcastle Airport operated a comprehensive fleet of fire engines, among which were no less than three Carmichael Commandos. This one, dating from 1981, was the last of the three and was the unit's rescue tender, manned by the Rescue Leader. It has a comprehensive set of extending flood lights and a front mounted winch.

four-door cab, to accommodate a crew of four.

The TACR2 was equipped with a 200 gallons per minute Coventry-Climax pump, located amidships, with two hundred gallons of light water in a fibre glass tank. One hundred and twenty feet of hose was stowed in lockers on each side for rapid deployment at an aircraft fire. With a gross vehicle weight of four tons, it was capable of reaching speeds of 90 mph,

with high acceleration.

There was additional stowage space in a rear locker and, unlike the civilian Range Rovers, there was a robust brush guard fitted to the front, to gain rapid egress through emergency exit gates, for incidents outside the perimeter of an airfield. Initially the standard Rover 3.5 litre V8 petrol engine was retained in the design.



Above: An unusual Commando conversion was this Emergency Chemical Unit, operated by the ICI Mond Division at Runcorn. It was one of three such units operated by ICI, for attending to chemical spillages on the country's road network. The other two, fitted with box bodies, operated from the company's works at Grangemouth and Hillhouse Works at Fleetwood.

Right: One of the British Aerospace TACR2s, finished in a bright yellow livery, although the others in the batch were painted red. This one with king-size wing mirrors served at Hatfield aerodrome, a former de Havilland aircraft company manufacturing base. (The late Barbara Riggs)



Above: The prototype TACR2 appliance in its original day-glo livery, from which it was known as the 'Pink Panther'. It was assigned to the fire-fighters' training school at RAF Catterick, where it was based for most of its service. This one was later 'winterised', by the fitting of rolled-up canvas covers above the windscreen and the body sides, which could be quickly rolled down affording some protection from frost when operating at bases in cold climates.

The prototype was finished in a fluorescent day-glo livery with matt black bonnet and served for almost all of its life at the RAF fire-fighting training school at Catterick, in North Yorkshire. The rest of the batch were finished in a matt NATO green livery, with hi-visibility yellow stripes along the sides.

In 1982, another batch of 18 units constructed to the same design was supplied by HCB-Angus of Totton, Southampton. Thereafter, further but smaller orders were awarded to Gloster-Saro again and Carmichael. In addition, the government agencies, DERA (Defence Evaluation and Research Establishment) and the Royal Aircraft Establishment at Farnborough, were allocated seven Gloster-Saro units.

The Hawker Siddeley Group, later part of British Aerospace received five for its aircraft manufacturing bases. Some of the non-military



Above: One of the British Aerospace TACR2 conversions. This one, dating from 1977 and based at Woodford near Manchester, is a departure from usual, having a roof monitor and the rear cab replaced by an additional equipment locker. (M Nuttall)

units differed slightly from the Ministry specification, in having roof monitors and a locker, in place of the rear crew cab, while others were similar to the military specification,

but had separate tanks for water and foam.

Several others, some fitted with roof monitors, were exported overseas to government agencies in Africa, the Far East

and Trinidad and Tobago, but none were constructed for civil airport authorities in the United Kingdom. Production continued through to 1988, when a further order, for 89 TACR2A vehicles, was awarded to Carmichael. These '2A' models were easily recognised, principally by the tubular brush guard mounted on a wrap-around bumper, updated front grille and, mechanically, a 3.5 litre EFI fuel injection engine.

Certainly, over 200 TACR2s were built, and these vehicles and the Carmichael Commandos were seen in more colour schemes than any other fire engine. The original matt green finish of the TACR2s was later replaced by the standard signal red livery, while the Queens Flight Squadron, based at Benson, had its machines finished in a dark blue livery. Depending on their theatre of operation, some were painted with a black and green camouflage scheme, while those located at Middle East bases were painted in a desert sand colour. There was even a white one working with the United Nations.

Following withdrawal from service by the Ministry of Defence many of the TACR2s enjoyed second careers at small airfields and several of these, together with examples of the Carmichael Commandos are currently preserved.



Above: This is one of the final batches of TACR2s, the Model 2a, with different front grille and tubular crash barrier on a wrap around bumper. Based on the four-door Range Rover model, the different door handles are another clue. This one was pictured at RAF Scampton, one of the many preserved fire engines in the custody of the Museum of RAF Fire-Fighting.

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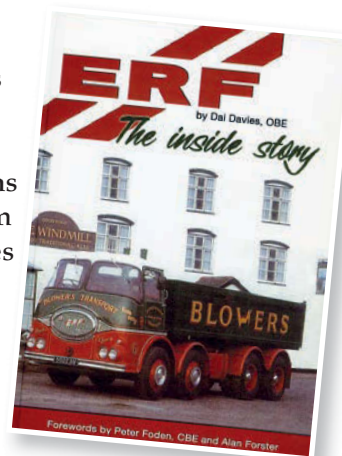
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EARLY SWAGMAN OVERLAND BUSES

About three years ago, **John Greeves** wrote a couple of articles about what it was like to travel overland, looking back with some of those intrepid travellers who went to find themselves and often got a lot more than they bargained for.

Norm Harris, who ran 'Swagman Tours', was one of the bus operators. Here he remembers the buses he used to run overland tours to India, with some pictures of them in some 'far away places'.



1

1-4: The Guy Arab is seen in 1959, in the desert near Mount Ararat, in Esfahan, Iran, and in a desert village in Pakistan.

Overland to India was my life for some 20 years. My first bus was a petrol-engined Bedford OB with a 29 seat Duple body. This was a great old bus, which made it to Morocco and Algeria once, but the overland trip killed her. Unfortunately, the coachwork, with a sliding opening roof, was not strong enough for some of the road conditions, and the vehicle was ready for the scrapyard when we got back to England.

My next bus was a Guy Vixen with similar coachwork, which had a rather strange fuel arrangement. Unlike the OB, it was full-fronted, with the driver partitioned off by a full width bulkhead, providing a useful storage space between engine and near side.

As with the Bedford, it had a petrol engine,

an over-square Sunbeam unit, with a two gallon fuel reservoir, mounted on the bulkhead, which was fed by a vacuum pump, and then supplied petrol to the engine by gravity feed! The system worked very well, but the brakes were highly susceptible to failure, leading on one occasion to something of a racing car-style slide through

a sharp bend on a dirt road in Iran!

My next bus turned out to be a huge disaster! It was a Commer TS3 Beadle integral-bodied 41-seater. The coachwork was aluminium throughout, which proved to be very strong. The engine, gearbox and radiator were all mounted on a steel frame, which was attached to the body by six bolts.



2

It effectively became a test bed on the one and only trip it made.

The TS3 was a remarkable engine. With three cylinders and six horizontally-opposed pistons, driving the crankshaft via vertical cranks, it was a beautifully-engineered piece of machinery. It was turbocharged, driven directly off the crankshaft, with contra rotating three-lobed shafts, driven by helical gears. Again, a wonderful piece of engineering, but if for any reason those gears got a degree out of true, the turbo became a piece of scrap.

For one reason or another, I had the engine out seven times on that trip! First when the turbo blew, a couple of hundred miles east of Istanbul. Then, after an incident where the coach dropped about six or eight feet, when the road disappeared in Iran, the engine overheated. It took a very long time, and the engine coming out a number of times, trying to find the problem, before I finally discovered the fault. In a right-angle bend in a small copper pipe connecting the top of the engine to the header tank – to prevent pressure build up – some scale had broken loose, and formed a one-way valve. You could blow from the header tank into the water jacket, but not towards the header tank!

My next coach was a Guy Arab, ex Western

Welsh. This was a remarkable vehicle, and introduced me to what I consider to be the ultimate in diesel propulsion in a road vehicle – the Gardner 6HLW. That coach ran with virtually no mechanical problems for two round trips to our then destination – Bombay, some 40,000 miles of you-name-it road conditions.

The only real problem encountered with

the Arab was with the suspension. The elliptical springs did not have a centre bolt, but were located with a dimple on each leaf taking a matching flat cone on the underside of the leaf above, the whole assembly being held by four individual bolts. The springs were located onto the rear axle into a dimple, which was cut into what was effectively a bridge in the hollow axle casing.



5



5-7: The Commer Beadle, ROD 755 in its blue livery, is seen on one of the occasions when the engine had to be removed for repairs en route.

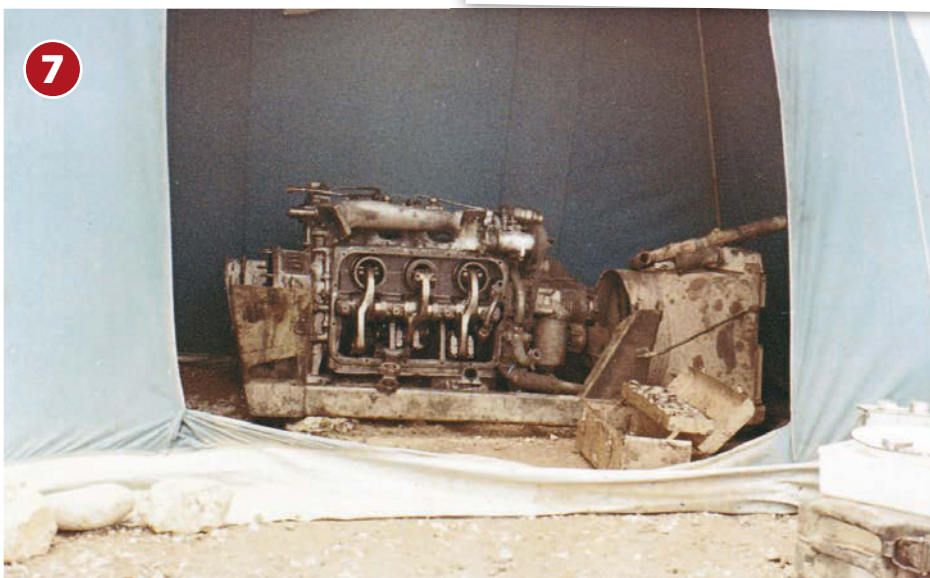
This generally worked very well, but if ever the bolts came loose, there would be a problem. Almost inevitably, with hundreds of miles on corrugated roads, on her second trip, the nearside rear spring location to the axle wore from a round dimple to an oval one.

In retrospect, finding this problem was rather funny. In India in those days, cones had not been invented. Roadworks were separated very often by oil drums, partly filled, usually with stones. Thus, what were usually narrow lanes would become only inches wider than my bus. I first discovered

6



7



we were 'crabbing', when my rear end was scraping a line of oil drums!

Eventually, the dimple in the axle housing became a slot forward across the bridge to the open casing. It was almost incurable. No matter how much those bolts were tightened, vibration would let the axle move, when I would realize we were crabbing again! By then, the damage had become catastrophic, and the axle was free to move, not small fractions of an inch, but up to three or four inches.

The cure was to get the centre ten inches of a spring arc welded to the axle housing. One tends to think the Middle East is backward. Wrong! You can get almost anything made in tiny workshops in remote areas. We found a



Above: 8-10: The Guy Arab is in eastern Iran, on a dry lake by a desert lighthouse, also in eastern Iran, and between the Afghan and Iranian borders, in about 1968, when stuck there, because the Iranian border was closed, on account of an outbreak of cholera in Afghanistan, which was quite a story. 11: The Guy Arab stopped near Mount Ararat.



Above 12-13: The Guy Arab in Eastern Turkey.

highly-skilled welder in Zahedan, Iran. Unlike in the west, manual skills are the norm.

I sold the Arab to a fellow Australian, who was going to try the overland. I never heard from him again. And so I bought my first of eventually 13 LS, two MW and three RE Bristols, all Gardner-powered. With some modifications to the suspension and the air intake to the engine, the LS was just about the ideal coach for the overland.

The LS was, of course, designed for use in the UK, running in mostly mild temperatures, so the extreme conditions encountered in the Middle East were liable to cause overheating. We solved this problem by fitting an auxiliary radiator and ten gallon tank, this system connected to the main cooling system through an electric pump. When the temperature went above normal, the secondary cool reserve was switched on.

Dust in air intakes was a problem for any coach in the desert conditions through much



Above: The Swagman Bristol LS had to undergo a 'tilt-test', having had the suspension raised, when the company brought its operations within PSV regulations.



Above: A rather symbolic scene, with a Bristol LS and horse-drawn local transport near Mount Ararat.

Right: A Swagman Bristol is climbing out of a landslide on a road in Nepal, on the Raj Path into the mountains from the Indian border to Kathmandu.



Above left and right: Two pictures of four of the Swagman fleet of coaches, parked together in Kathmandu. Three had left England in September and the fourth in October.



Above: The camping trailer behind the MW with later ECW coach bodywork was not very successful.

of the Middle East, Especially Iran. Without modification, it was necessary to change the oil in the oil bath filter, located behind the offside front wheel, every day. Eventually we

re-routed the intake from inside the coach through the side panels to the filter.

For years, most overland operators ran with no regulation, in many cases outside the law,

in that vehicles were not properly inspected, or even licensed, and many of the drivers had no more than a car driving license! Passengers were supposedly carried free to Dover, thus avoiding UK PSV regulations! We started out the same way, but were among the first to apply to the Ministry of Transport to have our vehicles properly inspected. We applied for and were awarded the longest Road Service License ever issued – Windsor via Dover to Kathmandu!

As a result, when we raised the suspension by five inches, partly with two inch blocks under the extra set of leaf springs, this constituted a radical change in specification, and the first altered coach had to be tilt-tested, fully laden with countless sandbags on all seats and the roof rack! That was a harrowing experience, the bus being tilted to 35 degrees – but it passed.

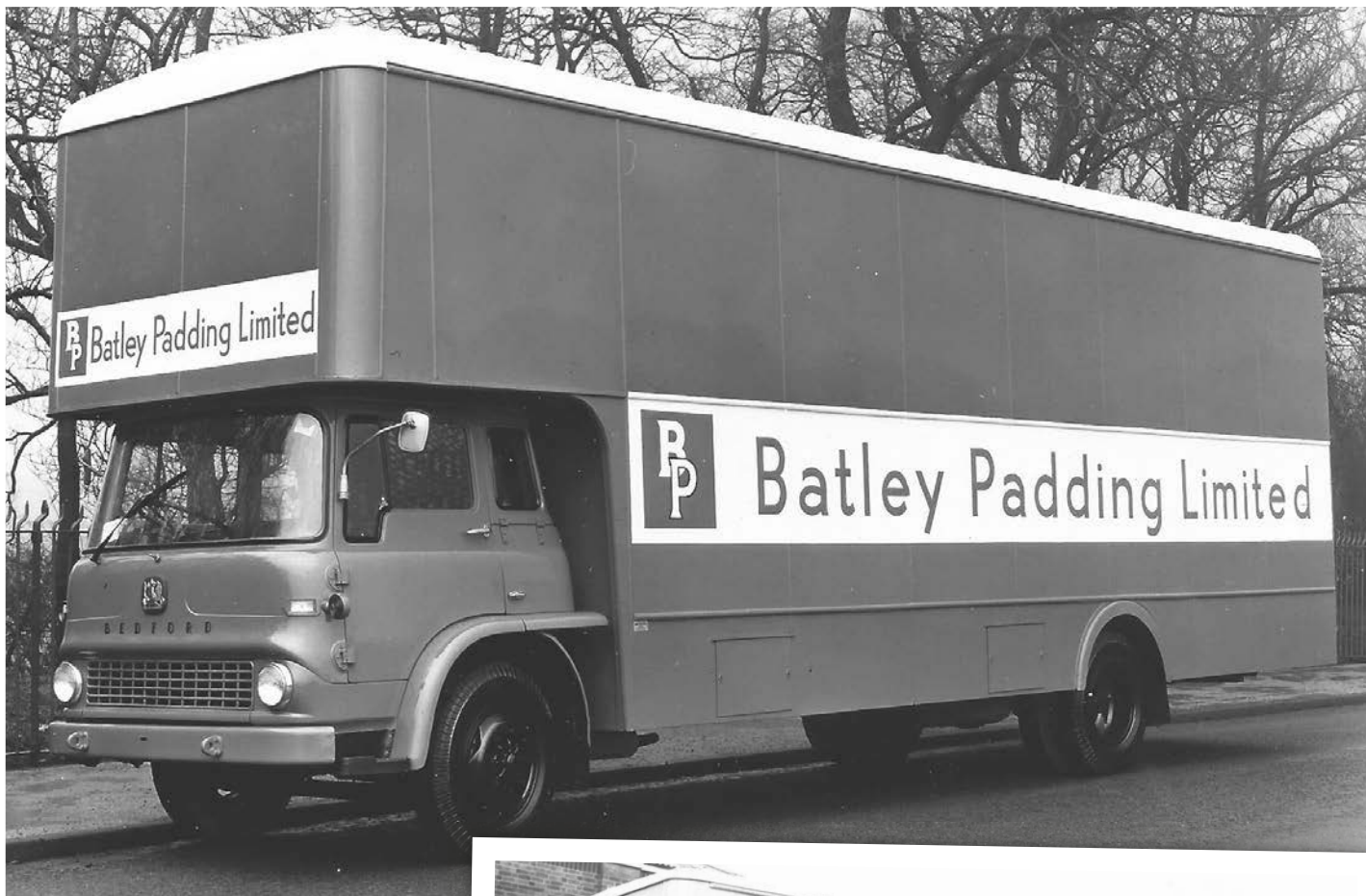
So we had gone from a one-man-band to an organized little company. We were not alone. Penn Overland had always been simply an offshoot of Excelsior Coaches of Bournemouth. Paddy Garrow-Fisher's Indiaman grew, and eventually operated German Setra coaches. The Overland had become almost an industry!



A chaotic scene after a road washout in Iran is most interesting.

More Bedford Dealer's Pictures

Andy Rust of the Historic Commercial Vehicle Society brings us more of a collection of pictures which were used as sales aids by a Bedford dealership.



Above: This Bedford would have fitted into last month's 'Scenes Past' feature on vehicles serving the textiles producers of the North of England. Whitacre's built this high capacity Luton van body in the early 1960s on a long wheelbase Bedford TK 12 ton gross chassis, for Batley Padding Ltd. At the time, this would have been considered powerful enough for a comparatively lightweight load, but the coming of the motorways would have seen the Bedford running out of puff pushing that large square front into the wind...

He has kindly offered us the use of this collection of pictures which were obtained from a one time Bedford dealership. Delves Motors Ltd, of Prince of Wales Road, in Norwich, was a leading supplier of Bedfords in East Anglia. The pictures would have been used by the dealer's salesmen to show prospective lorry buyers how Bedford chassis could be bodied to suit the needs of their different businesses. Last month, we showed a number of livestock vehicles.

This time we have a number of different van-bodied and tipper lorries. The van bodywork pictures are all stamped by Whitacre's Ltd, Motor Body Builders of Hanley, Stoke-on-Trent, offering some detail



Above: A smaller Luton van body, built by Whitacre's on a lighter weight Bedford TK, which would have grossed at around 8½ tons, for Boudoir Furniture of Bridgwater, Somerset. This would probably have been down-plated to 7.5 tonnes gross, with the mid-1970s change of the non-HGV threshold.

differences to spot on the company's Luton and box bodies, while the equally varied selection of tippers were built by Weston Products, of Weston Works in Birmingham. Next time, we have some Bedford-based fire engines, complete with the chassis manufacturer's own catalogue.

Some of the pictures had been seen in the 'Bedford Transport Magazine', while a few others were originally taken for Scammell Lorries, showing the company's tractors and trailers. Between them, they give us a good idea of what was on offer for operators at the time, as well as details of the bodywork.



1: Another maximum volume Luton van, built by Whitacre's for local company, Chaircraft (Wholesale), of Hanley, to deliver its upholstery. The long wheelbase Bedford TK, DCW 830C (Burnley, 1965), is fitted with the smaller wheels used on the lighter chassis.

2: Another Luton van, which would be carrying a lot of fresh air in its loads of new steel drums, manufactured by Todd Bros of Widnes. This one was built by Whitacre's on a long-wheelbase Bedford 8-tonner. The remarks made about the Batley Padding vehicle would apply to this one as well.

3: This Whitacre's box van body on a Bedford TK non-HGV 5-tonner was built for Salon of Nelson, manufacturers of hair dryers and other hairdressers' equipment, a lightweight, high value load.

4: Remember 'Ideal Milk'? It used to be known as 'Evaporated Milk' or just 'Evap' in our household in those days. Anyway, Whitacre's built this box body on a 1966 Bedford 8-tonner, KNY 102D (unladen weight 3 tons 10 cwt), for Hill's Transport of Cardiff, to run on contract to Nestlé in that company's livery.

Above: Not a Bedford this time, but a similar body could have been supplied on any maker's chassis by Whitacre's. This early Ford D300 'Custom Cab', NKX 41D, was supplied in 1966 to hardware factors, D McMinn of Chesham, Buckinghamshire. Note the narrow side door for kerbside deliveries of smaller items to retail shops.



Above left and right: We now move on to tipper bodies, with two views of a 5 cubic yard Drop-sided Steel Body, built by Weston Works (Birmingham) Ltd with 'Model 7 Slant Cylinder Under-Body Tipping Gear', with sides down and in tipped position, fitted to an early (with sidelights on the wings beside the headlights, rather than on top) Bedford TA short wheelbase chassis.



Above: Here is a Bedford OL, fitted with a steel dropside body with twin underfloor tipping rams, for Aybeco Ltd, a comparatively unusual style of body for this long wheelbase chassis.

Left: Another long wheelbase tipper, this time with wooden drop sides and twin front tipping rams, on an early Bedford S Type, WRF 644 (Staffordshire, 1951), for J Norton & Sons (Metals) Ltd, of Bilston. Notice the 'Weston Products' roundel in the corner of the picture.



1: Another early Bedford S Type, KNM 963 (Bedfordshire, 1951 – a Vauxhall Motors demonstrator?), this time a short wheelbase 6 cu yd tipper, with a single front ram, the customary 'bath-tub' style, with squared-off rear mudguards seen on this type of chassis.

2: Now for some pictures distributed by Scammell Lorries Ltd of Watford. First here are six Scammell Scarab articulated vans of biscuit and cake manufacturer, McVitie & Price. Registered 629-634 MML (Middlesex, 1958), they were 6-tonners, interestingly fitted with twin rear wheels and tyres, matching those on the step-frame van trailers. Just the thing for urban high street deliveries, wouldn't you think?

3: Another 6 ton Scarab, in primer, coupled to a British Railways Western Region step-frame platform trailer. Was this a demonstrator, or was it supplied in primer for BR to finish? There are more vehicles behind the fence to the rear – a railway station yard perhaps?



At the other end of the scale, Scammell-wise, here we have a Constructor, which looks as if it was bound for export – there's a Lindi in Tanzania – and very out of place in front of those suburban houses. The lorry and trailer are fitted with sand tyres and bolsters, for long loads, for which the winch behind the cab (basically the same structure as on the Scarabs) would no doubt prove useful.



EX-WORLD WAR II MILITARY VEHICLES ON THE FAIRGROUND - PART 5

OTHER BRITISH MAKERS

Another in the series in which **Richard Furniss** looks at the second careers of wartime vehicles.

Together with the military products of vehicle manufacturers previously covered in this series of articles, a good many vehicles produced by other British builders for the War Department continued their lives in the hands of fairground operators, including Austins, Bedfords, Crossleys, ERFs, Fodens, Thomycrofts and Tilling-Stevens, though possibly not in the same numbers as those covered earlier. With the possible exception of the Thomycroft Amazon, the majority of the lorries shown in this article were lighter weight load-carrying vehicles as opposed to the heavier types seen in the previous articles.

The Birmingham-based Austin Motor Company produced around 115,000 four and six-wheeled lorries for the military during World War II, including the 3 ton K3 4x2, and the 3 ton K6 6x4, both being bonneted types. Introduced in 1941, around 12,000 of the forward control K5 4x4 were also built, mostly as general service vehicles, fitted with the well-tried 85bhp six cylinder petrol engine. A small number of each of these three types entered fairground service during the years following the war.

Probably the most prolific builder of trucks for the war department was the Bedford company, with some 250,000



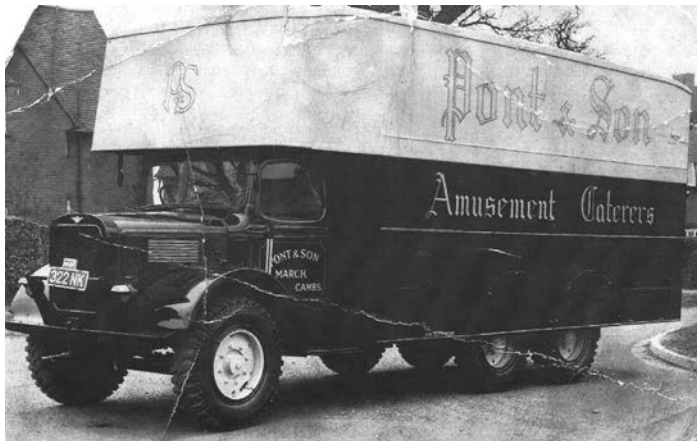
Above: George Bills' Austin K5, HAX 77 (Monmouth, 1948), seen in 1952, probably awaiting the pull-on for the annual Stratford Mop Fair. Notice the 'greedy boards' on the body roof to increase carrying capacity. (Rod Spooner)

vehicles being supplied. Once again, only a few ex-War Department Bedfords were purchased by travelling showmen. I only know of one example of the 15cwt 4x2 bonneted MWD model, that owned by Oxfordshire showman, George Hatwell. Unfortunately I do not have a picture of this vehicle. The O Type with the square-type Utility bonnet was also a rare find on the 'tobers'. Likewise, the 3 ton forward control 4x4 QL, of which over 52,000 were built, and possibly the best known wartime Bedford, only found limited use on the fairgrounds, although the type was more popular with circus operators, particularly Bertram Mills.

The Gorton, Manchester-based Crossley concern concentrated mainly on its four-wheel drive Q2 3-tonner, which was used principally by the RAF as a load carrier and fire tender, and also as a short wheel-based forward control tractor unit (nick-named 'Donkeys') used for towing the famous 'Queen Mary' aircraft transporter trailers,



Above: Proctor's Austin K3 with Comedy Show load in tow, possibly taken during the pull-on for a post-war Nottingham Goose Fair.



Above: Albert Pont's Austin K6, on trade plates on its return from the signwriters, its original petrol engine having been replaced by a Cummins diesel. (Neil Pont)



Above: Doug Harris's 1941 Bedford QL photographed at Merrist Wood in May 1997. This ex-RAF radar unit carries a Gloucestershire 1948 registration plate and has been retro-fitted with a Perkins diesel engine. I believe that this veteran is still used occasionally to this day. (Richard Fumiss)



Left: Henry J Thurston's 4x4 Crossley Q2 ANH 23 (Northampton 1947) seen at Raunds Feast in July 1967. Notice the large 'greedy boards' and the vertical exhaust carrying the fumes away from fair-goers while generating. (David Springthorpe) Above: The same vehicle seen three years later at Daventry. (Albert Davies)



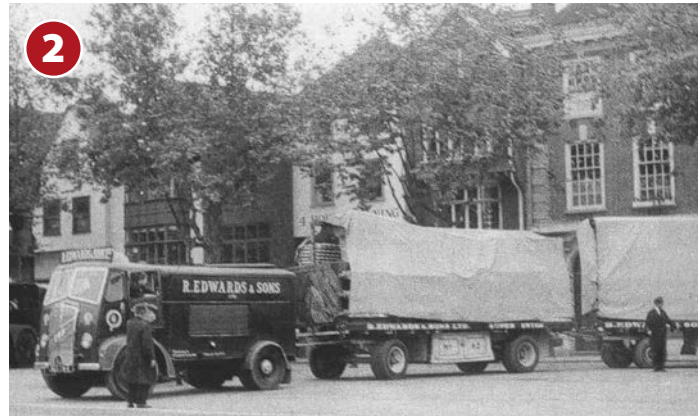
Above: Warrington-based Silcock Bros' Crossley DRJ 300 (Salford 1948). Named 'The Baillie', this short wheelbase tractor, fitted with a home-built cab, probably served its military days towing a 'Queen Mary' aircraft trailer.



1: As mentioned in the text, this 6x4 Crossley, registered JMV 54 in Middlesex 1956-7, was one of two similar vehicles used by Smarts to transport the Yo-Yo ride. Can anybody confirm that these were ex-RAF barrage balloon launching trucks? (Rod Spooner)

2: Named 'Swedenor', this ERF C16, registered RG 8264 (Aberdeen, 1937), is seen here pulling away from Salisbury Fair with R Edwards & Sons' Swirl loads in October 1967. (Marina Imber)

3: Swedenor is seen here at the Great Dorset Steam Fair in the ownership of Don Ireland in 1994. The Edwards family fitted the new cab and coachbuilt body in 1950. I believe the tractor is currently owned in preservation by Mark Halford from Totton, Southampton. (Richard Furniss)



although Crossley also built a number of six-wheeled 3-tonners. In total, around 10,000 Crossleys were supplied to the Ministry during World War II, with just a few passing into the hands of travelling showmen afterwards. I have included a picture of what was supposedly a Crossley World War II ex-barrage balloon launching vehicle. While the vehicle in question is undoubtedly an ex-RAF Crossley, can anybody confirm that it was indeed formerly used as described, as I can find no reference to such a vehicle?

Apparently the Sandbach truck manufacturer, ERF supplied a number of its C14 and C15 models to the War Office for use with the Army Service Corps, but unfortunately I have no record of any of these entering showland, although it is quite possible that some did. The C16 model seen in the accompanying

photographs was a 1937 model, originally built for civilian use, but was requisitioned by the MOD for military duty soon after the outbreak of war, being used as a training vehicle for mechanics to get used to working on Gardner diesel engines, a 6LW version being fitted to RG 8264. This lorry was supplied new as a six-wheeler, subsequently being cut down to a four-wheeler by fairground owners R Edwards & Sons.

The other Sandbach-based lorry builder, Foden supplied the Ministry with a large number of its DG4/6 four-wheelers and DG6/12 model six-wheelers. Rated as 10-tonners, fitted with Gardner 6LW engines, a number of these six-wheelers entered fairground use after the end of hostilities, with one example lasting well into the 1980s as seen here.

The Basingstoke-based lorry manufacturer, Thornycroft supplied some 20,000 vehicles to the MOD during



Left: John Farrar's Foden DG 'Venturer', JXX 912 (London, 1949), is seen with the Waltzer loads during the pull-on and build-up of the Nottingham Goose Fair, some time during the 1950s or early '60s.



Above: Also seen at the pull-on for the Nottingham Goose Fair, this time in 1983, is Stanley Chapman's Foden DG, JX 8426 (Halifax), with matching Mollycroft roofed living-wagon. This well-turned out lorry was still in fairground service during the 1990s.(Richard Furniss)



The last lorry builder to be featured here is the Maidstone-based Tilling- Stevens concern. During the 1930s and 1940s, this company produced two models for the military, namely the TS19 and TS20 3 ton searchlight lorries. The earlier of these was the TS19 model, produced from the mid-1930s. Classed as a petrol-electric, the engine provided propulsion via electric motors to the wheels, or alternatively power could be delivered to the searchlight. The last of some 416 TS19s was supplied to the military in 1937. The TS20 variant,

Left: A 4x4 Thornycroft Nubian HRD 976E (Reading, 1967). No details known, but could it possibly a circus vehicle judging by the tent to its right? (PM Photography)

World War II, including some 5,000 Nubian 4x4s, which were rated as 3-tonners and normally carried General Service bodies, and a number of these entered showland after the war. Possibly the best-known Thornycroft model to have a second life as a fairground vehicle was the bonneted 6x4 Amazon model. The majority of these, of which some 2,000 were built, were supplied as crane-carrying chassis for the RAF, with several entering showland service after the war, most notably the three examples owned by the Devon-based Whitelegg family.



Right: Jones Bros' Thornycroft Amazon LOA 897 (Birmingham, 1950), parked in Bridge Street, Stratford-upon-Avon, during the build-up for the annual Mop Fair in October 1952. (Rod Spooner)

Right: Devon showmen, Thomas Whitelegg & Sons used three Thornycroft Amazons as prime movers during the 1950s and '60s. Here we see 'City of Plymouth', JFJ 22 (Exeter, 1948).



Left: Photographed generating for the Olympia Waltzer is Whitelegg's second Amazon, 'Vanguard', JFJ 25 (Exeter, 1948).



Below: Whitelegg's third Amazon, fleet no 4 'Gladiator', with fully boxed-in body.





1: An unknown operator's Tilling-Stevens TS19, KXX 948 (London, 1949-50), taken at Fareham market in September 1962.



2: Tommy Roberts' Tilling-Stevens TS19, GTG 743 (Glamorgan, 1960), seen at the Coventry Memorial Park for the June 1974 Carnival Fair. (David Springthorpe)

3: George Hatwell's Tilling-Stevens TS20, 'The Village Queen', GOL 152 (Birmingham, 1946), awaiting the pull-on for an early 1950s Stratford Mop Fair. (Rod Spooner)



4: George Bills ran this Tilling-Stevens TS20, FNX 360 (Warwickshire, 1946), with the swingboat legs packed on the roof, photographed at Stratford Mop Fair, along with the Austin K5 seen in the first picture. (Rod Spooner)



which replaced the earlier model, differed in the fact that there were two radiators for cooling purposes, with the 70 bhp engine driving the 100 volt dynamo via a V-belt from the front of the engine. With their in-built generating capacity, both models became popular after the war with showmen operating side stalls and juvenile roundabouts.

This article concludes our look at British-built World War II lorries finding a second career in showland. No doubt there were military vehicles which entered fairground service from other British manufacturers, such as Dennis, Ford, Guy, Maudslay and Morris, but unfortunately I do not have details or photographs of any such vehicles. Future articles will feature the many American wartime lorries, which ended their lives with the fairground industry.

KENT AND SUSSEX TRANSPORT

**PART
FIVE**

Les Freathy brings us another assortment of different lorries which worked in these Southern Counties, this time featuring recovery vehicles.



Above and Right: A classic Scammell Crusader two axle, long wheelbase vehicle, VWW 257L, named 'Roland', serving at the time with a small Kent-based repair shop, Stutchbury Garages, based just off the A2070, near Hamstreet. The crane looks to be a Harvey Frost 8 ton model. The Stutchbury company was also a long-standing local coal merchant in the area and I believe still operates.

This month's instalment in the series is a special on some of the recovery vehicles that have served in the counties of Kent and Sussex during the past decades. A number of vehicles in the recovery role have already been seen in previous articles, but I had not realised just how many images I had taken and collected on this particular subject, so many in fact I think a second special could feature in the future.



This instalment shows a broad spectrum of makes and types, from some of the light recovery vehicles to the heavy specialist units, featuring a variety of types of crane,

some home-built and others from well-known manufacturers, such as Harvey Frost, TFL and Herbert Morris.



Above: 'Odd Job', SUF 804H, the ex-military AEC Militant Mk 3 with Thornycroft-built recovery equipment, was a well-known sight throughout East Sussex for many years. She was the recovery vehicle for East Sussex County Council, based at Ringmer, where this photo was taken. From conversation, I gathered at the time that the AEC was earmarked for preservation and, on retirement, this duly happened and she was to be seen still in the original blue livery, at many rallies in the South. It was mentioned recently that the vehicle had undergone a livery change – can anyone confirm that please?



Above: Folkestone-based quarry, haulage and builders merchants company, Nickoll's ran a large and diverse fleet over many years until the firm's closure. The main quarry was based on the A259 at Hythe, which also housed a workshop, for both truck and plant repairs and servicing. The company for many years ran its own recovery vehicles and this Scammell, YV 997T, I am told, was ex-Pickfords, powered by a Detroit diesel engine, and fitted by the workshops with a Leyland crane, based on the lines of the American Austin Western design. The crane was lifted from a ex-army Leyland Martian, which looked rather odd on the Scammell, because of its shorter length chassis. She is seen parked outside the workshop at the quarry.

Right and below: Following the closure of Nickolls' quarry, the site is now a huge housing estate – what else? The Scammell was retired and eventually found its way into preservation, but before any work materialised it was parked up on a farm/industrial estate, at Swingfield of the A260, where these images were taken. The origins of the crane can be clearly seen, and it was capable of a 15 ton lift, although I suspect this was exceeded at times during its working life. It was something to hear the roar of this lorry approaching with a fully loaded tipper on tow. I am informed that the vehicle was eventually sold and moved down to the West Country, I believe Somerset, although I do not know the outcome, but I bet a reader from that area will have a update...



Below: Ken Dawes ran a respectable heavy recovery company, based on the outskirts of Swanley in Kent. At the time this image was taken, the two mainstays of the fleet were a Diamond T 981, USY 546, which featured a replacement cab and was equipped with a TFL crane, and a 1970s ERF LV-cabbed six-wheeler, Q100 JKP. The Diamond T had a replacement Cummins engine fitted, which was a much more lively engine than the old Hercules, and apparently had a tendency to rip the prop-shaft off, if not kept in check.





Above and left: I spotted this Atkinson parked in a yard at Sheerness on the Isle of Sheppey. It appeared to have been then recently retired and, although some lettering was still visible, the owner's name and depot details had been scrubbed out. I drove past a few weeks later, to discover it had been removed, so can anyone shed more light on DYH 470J. A company called 'A I D' has been mentioned, but I don't think this is this company's colour scheme.

Right: Here is a classic, running on trade plates 120 FN, a late model Commer QX short wheelbase, part of the recovery fleet of the Canterbury Motor Company, later to become part of the Rootes group. This well turned-out lorry sports a Harvey Frost 8 ton capacity crane in its chariot-style coachbuilt body.



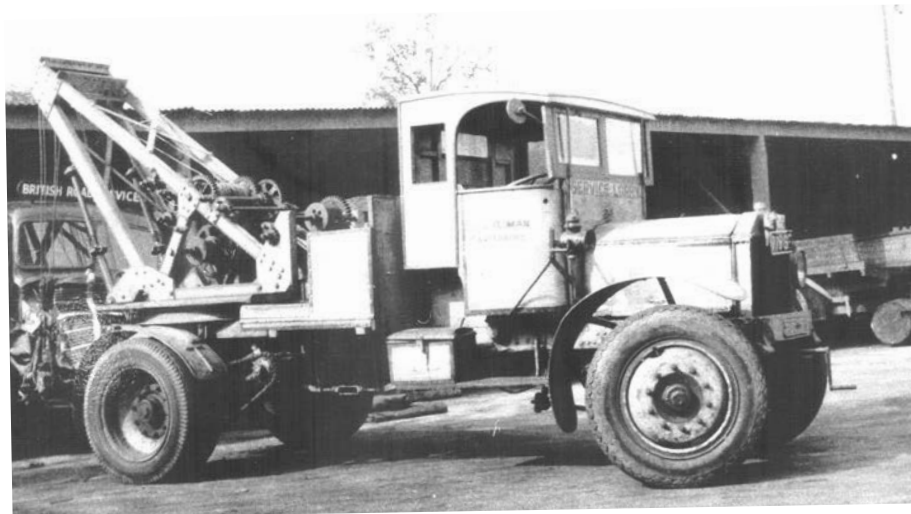


Above and left: Norris Garage, based on the A20, just north of the village of Sellindge, was an active recovery specialist, with a fleet consisting of a long wheelbase Land Rover, an ex-military Leyland Hippo Mk 11A and a Scammell Explorer. The Explorer shown here was very little altered since its military days, save for new rear view mirror frames, the blue/grey livery, by now well faded, and the marker boards. The second photo shows the Scammell following retirement, on Stone Street, I believe misbehaving, having broken down only a few miles from its original home.



Right: A good number of garages in the two counties ran much lighter recovery vehicles, many of them based on ex-military 1 ton chassis. The Austin K9 4x4 was, indeed, a popular choice for this role and this one, on tradeplates, 667 KL, I caught not long before the repair workshop ceased trading in Eastbridge Road, Dymchurch. Very little on the truck has been altered, just a boom added, and the rear overhang has not been cut short, as was preferred by many operators. If I remember correctly, a 3 ton Commer Q4 was also parked in the yard.

Right: I well remember this Morris 'Quad', with 'Number 5 Body', on tradeplates, 063 KL, parked outside the premises of T G Waters' Four Throws Garage' near Hawkhurst, on my rural trips to Croydon in the late 1960s. These Quads with four wheel drive were a popular and good source of light recovery vehicles. Near neighbours at Biddenden also ran a Quad recovery at, I think it was called 'Barn Garage', based on the Maidstone Road, pictures of which seem to have escaped me.



Left: Now here is a real 'oldie', a 1920s chain-drive Peerless on pneumatics and sporting a Harvey Frost crane. This old lady was the service vehicle for C G Yeoman of Canterbury, later to become a depot for British Road Services. The lorry, with a later cab fitted, is seen here in the depot with a well-damaged BRS Bedford, on suspended tow.

Right: We are now back in Sussex, in the village of Burwash, on the A 265 to be exact, where I called in after being advised that the old service station was to be demolished, and a new up-to-date one was to be built, with the recovery section being closed. The recovery vehicle here was a Humber 1 ton, registered Q33 ANJ, another of the ex-military types and in very good condition. When I asked if I could take a few photos, I was offered it for £4000, which at the time, around 25 to 30 years ago, I thought a bit pricey, so I declined, even though it seemed to be one of the better vehicles I had observed at the time.



Left: To finish, one of my favourite recovery vehicles is this Cummins-powered Diamond T 981, in its orange and stone livery. Owned by Western Motors, whose main depots were at Chislehurst and Dartford, this one is seen parked up in the Ashford yard, in a village called Woodchurch, close to the town. I cannot remember the type of crane fitted, but every time I look at this picture, I ask myself why did I not take more images of the 'T' and the Humber showing its nose on the right?

ANOTHER FLEETING GLIMPSE

Having recently obtained a couple of period booklets containing references to road transport published by the 'Big Four' railway companies prior to Nationalisation, **Malcolm Bates** discovered that 'The Railways' were ironically, among the largest fleet users of road vehicles in the country. So for this month's issue, he looks through the archives for some more interesting examples.

IN THE BEGINNING...



Above: This was the market that the vehicle manufacturers were after - this horse-drawn tilt van based at the Southern Railway's Willow Walk Goods Depot in South London would be capable of carrying up to two tons and would have not only needed a driver and groom-cum-'van boy' (as seen here) to operate it, but a substantial 'back office' team at the stable to look after the horses. While horses were intelligent and cheap in terms of capital equipment costs, the cost of their care was 24/7 - a factor that made motor vehicles a better option, as wages increased. Note how the driver - who would be perched high-up on his seat above the horses - has a supply of sacks to help keep him warm. The picture was taken in 1933.

Last month we looked at how the 'Big Four' Railway companies featured commercial vehicles in their collective promotional material and how, equally, the vehicle manufacturers marketed their products to the railway companies. In the case of the latter, there was a considerable irony here - the commercial vehicle manufacturers were, after all, primarily there to do all they could to promote transport of goods and passengers by road, not rail.

And had British Construction and Use regulations - and licensing - not been so restrictive, and thus favoured the movement of both goods and people by rail, they (the vehicle manufacturers) would have been free to design and build larger, more powerful vehicles. And that would have helped Britain's export trade, when earning Foreign currency became so vital after 1945.

It's easy to see why the vehicle manufacturers were so keen to 'work both sides of the



Above: Rush Hour. Here we see the morning scrum as heavily-laden drays leave the Camden Goods Depot in North London. That the sign says 'London Midland & Scottish Railway' tells us that this shot was taken after 1923, but there's not a single 'road motor' to be seen. Notice how all the wagons in the picture are drawn by a single horse - and they seem to be of lighter build than the pair of what look like Clydesdales employed by the Southern Railway.

RAILWAY MOTOR VANS



Above: We're over in West London now – Southall to be precise – and this section of 'God's Wonderful Railway' ran right alongside the AEC factory at Southall – which would still have been pretty new in 1928. The vehicle about to be delivered to the GWR is an Associated Daimler – a product of a short-lived alliance between Daimler and AEC. Of what would be termed 'cab-over' design at the time, it's a four-tonner, with a sturdy 'dropside' body and provision for a tilt – note the pre-formed hoops and fixing brackets on the sides. On closer examination, these don't drop on hinges, but can be un-slotted. If the bodywork was clever, the same can't be said of the cab – the driver just has a doped canvas roof structure to keep the worst of the weather off, but no windscreen or windows in the cab doors.

street', as it were, prior to the nationalisation of road transport and the power companies after a Labour landslide in 1945, the Big Four were right up there as the largest potential customers for commercial vehicles in the Country. So what vehicle manufacturer wouldn't want some of that business?

But it takes a look through the archives to drive the message home – the scope and variety of road-going vehicles that crop-up in the livery of the Big Four is amazing, from the smallest light van, right up to heavy tractor units, horse boxes and mobile cranes. Alas, there is more irony here, too – as any Vintage Roadscene magazine reader with an interest in railway steam engines, will have already spotted. And that is? Well, think about it – look at the shelves of any bookshop, or the stock list of any second-hand transport book specialist on the internet. There are hundreds of titles on every single topic of railway operations. There are in-depth looks at just about each and every locomotive type ever built. Volumes on the history of each railway company, regional studies on the views and lineside features of each rail 'route' and... Well, you think of a rail-related subject and someone will have already written a book about it.

Right: The LNER seems to have favoured Albion chassis for this order of railway delivery vans. Again, the body looks like a 'dropsider', but with a fixed tilt, the sides are actually fixed. It's a four-tonner and has quite a long wheelbase for a lorry that has the job of delivering 'parcels and smalls' (as the traffic was termed) in urban areas, so perhaps this vehicle had a wider-ranging rural delivery round?



Above: The caption on the reverse of this picture suggests this Karrier is a 'Bantam' – although this model name wasn't widely promoted until after the war. Ordered by the London Midland & Scottish Railway with a fixed tilt body, it has a 'tare weight of 1 ton 18 hundredweight'. The legal lettering lists the headquarters of the LMS as 'Euston Station, London' – which we already knew. The photograph was taken in 1941.



Right: This is a more typical parcels delivery wagon of the immediate pre-war and early post-war era. It's a little Thornycroft 'Nippy' three-tonner with a fixed-sided body and rather grubby, flapping canvas tilt operated by the Southern Railway. We know that the photograph of it delivering parcels outside the premises of Freeman, Hardy & Willis was taken in Sevenoaks High Street and we know that the photograph was either taken during the war, or just after, as the Thornycroft still has wartime 'black-out' masks on its headlights. Interestingly, it's a 1939 model year vehicle, judging by the rather ornate 'Vee' design on the radiator.



Left: Here are three more Thornycroft 'Sturdy' parcels delivery lorries operated by the Southern Railway – when they looked a bit more presentable! In the same 'FLW 800' series as the vehicle in Sevenoaks High Street, this is an official Thornycroft press release picture that was published in 'Modern Transport' magazine at the time. The caption on the reverse informs us it was August 1940, yet oddly, while all three have a heavy line of white paint applied to the front wings and rear mudguards, they do not yet have 'black out' headlamp masks installed. All three have the short-lived ornate radiator grille – it was originally intended for launch at the cancelled Commercial Motor Show the previous autumn – and, in contrast to the lorry photographed in Sevenoaks, two of the three feature van bodies with solid, fixed sides and roofs.

RAILWAY ROAD VEHICLES - THE POOR RELATION?

Considering how obscure some of the subject matter is – or the short period of time in which the subject matter survived (like the Great Central Railway, for example), there will still be thousands of photographs that have survived in some archive – and that have been previously printed in a book. And yet? Well, in all those tens of thousands, how many period photographs feature railway company-owned road-going vehicles? The answer is: very few.

Motor vehicles were there to be in the way, as far as railway photographers were – and probably still are – concerned. And where they are present, vital bits of information such as registration numbers are cropped off, or the vehicles concerned is so tantalisingly out of focus, it's not possible to identify what it is. In contrast, most of the more 'serious' railway anoraks will be able to tell you the life history of each locomotive featured in the photograph, where its home shed was – and quite probably the year, time and destination of the train it

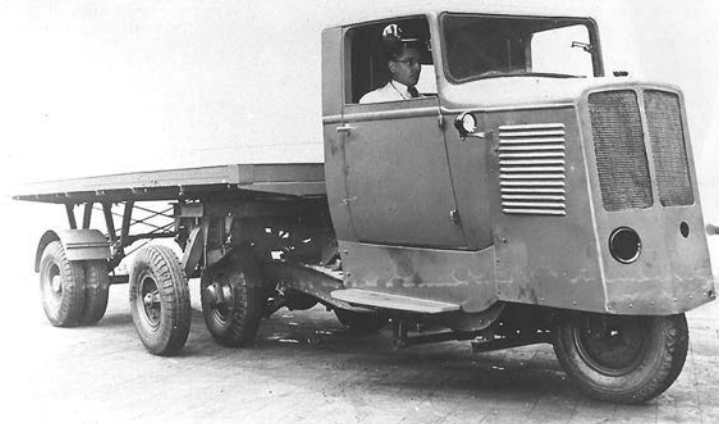
was pulling when photographed, by a process of reasoning that makes 'Columbo' look like a worryingly short American detective in a grubby mac.

If only, eh? If only generations of railway enthusiasts, well off enough to own a decent camera, had turned around 180 degrees and photographed a few of the road-going vehicles loading or unloading in the goods yards? Or bothered to record the railway-owned parcels vans jostling around the cab roads of most major stations, or outside in the street

THE ADVANTAGES OF ARTICULATION



Above left: That the replacement of the horse-drawn van was the key target market for the vehicle manufacturers can be confirmed by this picture. But then model names such as 'Mechanical Horse' (Scammell) and 'Cob' (Karrier) were a pretty good clue! Here is an official railway works photograph of one of the articulated trailers for the first generation of 'mechanical horse' as originally designed. **Above right:** Here's a later production version from the early 1930s showing a Karrier 'Cob' tractor unit on pneumatics, with a new trailer – in this case featuring a twin-wheeled axle. This is a Karrier 'works' photograph – note how the cab is still in primer – and seems to feature a new design of fold-out jockey wheel design, using larger diameter wheels (also with pneumatic tyres). The Cob was normally rated as a two-tonner at this time, so was this design an attempt to provide an increased payload, while adding to side slope stability? Think of those wheels fitted to your bicycle when you first learned to ride – same idea!





Above 1: In contrast to the outside jockey wheels required by the system used on the early Karrier Cob, here we see the better solution – the Scammell automatic coupling, where the trailer jockey wheels fitted inside the axle frame of the tractor unit and were fully-folded, once coupled. That each system was unable to work with the other, did, like evolution itself, mean that there could only be one winner. And for several vehicle generations – at least until the railways closed local urban goods depots – this was it. Interestingly, while the original Karrier system was modelled by Dinky Toys (both before and after the war), a fully-functional Scammell automatic coupling was featured on the 'Scarab' modelled in the post-war era by Crescent Toys and also less prototypically correctly, by Budgie Toys. **2:** Here's an entirely typical Scammell 'Mechanical Horse' tractor unit and trailer in wartime livery – albeit this one has been photographed years later, in preservation. The picture was taken in 1982 at the Severn Valley Railway.



Above 3: Once the advantages of articulation had been realised by the railway companies, you might think they would have made articulation a key element of the parcels and smalls delivery fleet wouldn't you? The advantages were clear to see – one tractor unit could work with up to three trailers – as featured in countless Scammell adverts. That's one being loaded back at the depot, one on the tractor unit itself, and perhaps a third with a single drop load, being unloaded at the customer's premises. And for where the trailer needed to be used on a longer run? A conventional four-wheeled tractor unit could replace the rather slow and under-powered 'Mechanical Horse'? It was a great idea in theory but, in practice, the railway companies still employed thousands of horses – and continued to do so, well into the post-war era. That Thornycroft also embraced the idea of articulation – we don't seem to see many photographs of artic tractor units in the Thornycroft archives – was probably more about protecting important sales interest, than embracing new 'technology', as railway orders were important to Thornycroft in the 1930s. Here's a typical example of how the customer always knows best – Thornycroft cabs were as good as any competitor's, yet the 'customer', in this case, the GWR, wanted a cab with a sliding doors. This was not an easy task on a tractor unit – and hardly likely to be required by other customers, so... The end result? The GWR designed and built its own. Here we see FLL 369, photographed outside the bodyshop when still new... **4:** And here we see another Thornycroft at work, being loaded (by the time-honoured 'hand-balling' method) at a local GWR goods yard, also showing the curious 'vee-fronted' design of the cab.



Left: Various post-war events legislated against the concept of the urban artic, starting with UK Construction & Use Regulations that didn't look kindly on a three-wheeled tractor unit, plus a trailer without any meaningful brakes! The final nail in the coffin was the introduction of a Continental-style tiered driver licensing regime, that required a different category of licence to drive an articulated vehicle, putting a premium on that qualification. How many drivers with an HGV artic licence would be happy to drive a Scammell Scarab, when more money could be earned driving a 'proper' artic on long distance work? The arrival of the multi-modal Freightliner concept should have been British Rail's finest hour and, on the face of it, this striking Leyland 'long door' LAD-cabbed 'Beaver' tractor unit, with a four-in-line semi-trailer, should have been at the very cutting edge of helping rail freight move into a new era. Alas, a combination of the restrictive loading gauge on Britain's railways, government meddling, poor management and, by then, hopeless employee relations, resulted in the Freightliner concept being doomed, before it could be proven. One of the problems was, of course, that each container would need a lorry with a special trailer like this at each end of its journey, so if the journey by rail took too long, it would be quicker to keep the container on one single trailer and deliver it by road all the way!

CONTAINERISATION - A MISSED OPPORTUNITY



Above: How useless was the management of Britain's 'Big Four' railway companies? Pretty useless, when judged by the fact that 'containerisation' was a concept that had already been used for a couple of decades, but was still not recognised as 'the future'. Mind you, the management was also already aware of the fact that the electrification of mainline services would bring even greater advantages, but didn't promote the idea because coal was cheaper than the considerable investment needed to electrify the main lines from London to Glasgow or Edinburgh. Here we see an early example of 'containerisation', in the form of a heavy Southern Railway furniture container, mounted on what looks like a early 1930s Dennis chassis – note that's 'mounted' in the context of a couple of bits of rope and a length of chain! Plus it's overhanging the body at the rear by a good foot! The weight of the container would have taken up a large slice of the payload of the chassis and, although billed as a 'House-to-House' service there would have been no provision for leaving the container at ground level, while it was loaded – or unloaded. The lorry chassis would have to be parked-up during each process, as the only provision for lifting the container would have been at a major goods yard, with a suitable heavy-duty crane.

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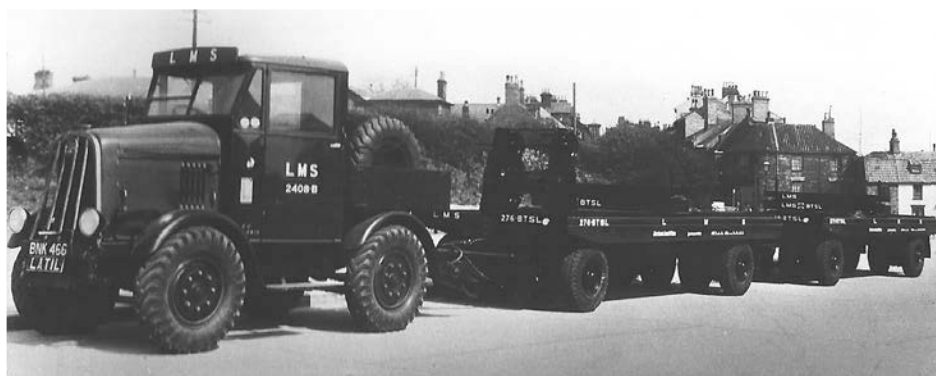
GWR * LMS * LNER * SR



Above: Here's a photograph that's enough to give modern-day 'Elf & Safety' consultants a heart attack! While the driver of the Thornycroft tractor unit is protected from any accident by a few quid's worth of tongue and groove planking and 'doped' canvas roof ("If canvas is good enough for an aircraft wing, it's good enough for a lorry cab roof, Scroggins."), his mate on the ground has even less to protect him from the container as he instructs the driver of the fork-lift truck how much further he has to go before reaching the trailer load bed. We didn't need to worry – the fork-lift truck is a sturdy SD 'Freightlifter', built by Shelvoke & Drewry of Letchworth and operated by British Railways Western Region.

Left: Here's how the service was promoted – and remarkably, the same sort of service was still being promoted by British Railways well into the 1960s – until the effects of the Beeching cuts saw local goods yards closed, or turned in car parks. Interestingly, this 'Door-to-Door' service is being promoted by all four independent railways companies – the LMS, LNER, GWR and Southern Railway – just a year before the Labour Government nationalised the railways and a large part of Britain's road transport industry. True, containerisation could save on packing costs, but a rail container was going to get jolted several times during the loading and marshalling process, while a nice new British Road Services 'Pickfords' van would be well down the road by then!

Another way of doing the same job. While articulation had many advantages, as we've seen, it was still seen by many operators as a 'medium duty' solution to goods distribution. For heavier containers? A full turntable draw-bar trailer – probably with twin oscillating axles – drawn by a ballast box tractor was the 'heavy' solution. The French-built Latil (also marketed in the UK by Shelvoke & Drewry) fitted in between the two. With four wheel steering, the short wheelbase Latil was very manoeuvrable and could, of course, be coupled to a number of trailers during the shift. This example photographed in 1935 was indeed built under licence by SD – although it does not feature the SD logo on the radiator grill. Operated by the Southern Railway, it's pulling a Dyson trailer, loaded with a standard railway container at Nine Elms goods depot in London.



Above: Here's another Latil tractor - this time towing two eight-wheeled trailers operated by the LMS.



Above: It looks like this Latil was photographed outside Marylebone station in London – which in British Railways days had become the headquarters of the grandly-named British Transport Commission Railway Executive. This Latil has been fitted with a rather posh cab and rear canopy over the ballast box.



Above: By the mid-1950s, the penny had finally dropped that containers needed to be of lightweight construction – and could, with a bit of design input, still stand up to the rough and tumble of railway life. Here's a lightweight aluminium container built by Bonnallack, being 'secured' by the driver of this 7 ton Sentinel – also fitted with a lightweight cab featuring forward entry hinged doors, rather than the sliding doors of the standard cab.

in the provincial ones? Would things have been different, if current enthusiasts of road transport had been born sooner – or at least born richer – so they could have started taking pictures at a younger age? Or was it just a fact that there were so few people at the time who had any interest in 'lorries'?

After all, there were plenty of highly-active enthusiasts already photographing trams, weren't there? Again, you can see a situation where a tram enthusiast had to wait impatiently for a railway company-owned parcel van to pass by before some favourite tram clanked into view and the shot could be taken. Considering the sizes of the Big Four railway company fleets, the number of vehicles in railway livery in the archives is pathetically small.

But having said that, hopefully what we have found will still be of interest...

THE HOME FRONT

This month, Mike Forbes has selected pictures from the Chris Hodge 'Stilltime' Collection showing various vehicles at work during the dark days of World War II.

We've all seen those mugs, tea-towels and so one, with the wartime slogan 'Keep Calm and Carry On' and similar wording, which have been fashionable in recent years. Looking at these pictures, it's hard to be so light-hearted about the situation in which so many UK citizens found themselves, as the war was brought to what became known as the 'Home Front'.

We looked at some of the official wartime vehicles for use at home in February 2012 and at some Gas Producer-equipped vehicles in July 2013, so I think it's time to have another look at how vehicle operators had to cope with the difficulties facing them. There were serious fuel shortages and rationing, the 'black-out' meant restricted lighting, plus sign-posts and a lot of name-boards, which were considered to be a help to the enemy, in the event of an invasion, were removed or obliterated, not that drivers would have had enough light to see them...

In these days of 'sat-navs' and guidance from mobile phones, maps for the rest of us, plus seemingly endless directional signs on all our roads, it seems a wonder that anybody found

their way around, always supposing that they were 'Essential Users', engaged on important work for the war effort, and so allowed a fuel ration.

Looking at the pictures, we can see a lot of 'make do and mend', with older vehicles remaining in use, sometimes adapted for new roles, major operators like the railways expected to 'do their bit', not just to keep the wheels turning, but assist with essential services outside their normal business, such as providing makeshift ambulances. New vehicles were thin on the ground and to basic, no frills, 'Utility' specification, using the minimum of scarce resources.

I daresay there are a few readers who can remember a wartime childhood, for whom these scenes might be all too familiar. I certainly heard a lot about the way things were from my parents and grandparents. I'm sure life cannot have been much fun for anybody during the war, but everybody seemed determined to see it through, making the best of a bad job really, 'Keeping Calm and Carrying On'. There are some extremely interesting pictures here, showing the way things were and bringing the whole situation into sharp focus.



Above: An official vehicle to start with, a Mobile Cinema for the War Savings Campaign, with a surprisingly stylish body on a Fordson 7V chassis, with the pre-war style of grille. GGL 543 was in one of the wartime government registration series. It has a white bumper and cowled headlights. The posters in the side windows are for 'Wings - Victory - More Savings - More Wings'. (CHC aam580)

Left: The mobile cinema has arrived in an East End street, attracting the usual youthful audience as it is set up. Notice the trolleybus overhead wires and the lorry-load of paper reels across the cobbled road. (CHC aam573)



Above: A rather different Scammell being tested in the run-up to the war. Everybody was worried about gas attacks, so this 3 Ton Mechanical Horse-based street washing unit was adapted to hose down entire streets – a potentially horrible job for the operator on the tank trailer. (CHC aac270)

Left: No doubt attracted by those large speakers, a crowd has gathered to watch the propaganda film, including a sailor home on leave. They would probably rather be enjoying the Watneys advertised across the street, beyond the Morris and Bedford vans, and a similar van to the mobile cinema. (CHC aam583)



Above and left: This Scammell Rigid 6, JJ 9846 (London, 1932), with its sheeted high-sided body was an imposing vehicle, even if the balloon tyres on the front wheels were rather bald. It was operated by Morris Engines, to carry power units between the company's works at Coventry and Oxford on a regular basis. We can see that it is towing a trailer-mounted gas-producer. The reduced power available from its petrol engine would have made it quite a handful to drive, especially over long distances. (CHC aaw762/760)



Below: When the Auxiliary Fire Service was set up in the early stages of the war, the local brigades, like the Reigate AFS seen here at a local aerodrome, used whatever vehicles they could get hold of, like the Bedford WTL dropside, EPD 720 (Surrey, 1936), belonging the Redland Tiles. It had a temporary tank and towed a trailer pump, but its crew appear to have been well kitted-out. (CHC aad417)





Above: Another official vehicle, a smart-looking Ford E83W van, GGT 869 – also a wartime government registration, for the Ministry of Information, with wartime white markings and cowed headlight, contrasting with the Morris van in camouflage seen to the right. It's amazing that the E83W was made for nearly 20 years, until 1957. (CHC aal852)



Left: A wartime model Austin K4 tipper, ERK 271 (Croydon, 1939 onwards), with gas tanks to the rear of the cab. It is marked 'RP/R' in a triangle on the offside front wing (which stood for 'Repair Party Roads') and 'Borough Engineer' below the door, but not with the actual name of the borough or address.

Below: Another pre-war lorry soldiering on under difficult circumstances was this right hand drive, platform-bodied Diamond T, FPL 156 (Surrey, 1937). The condition of the gas-producer trailer, with its shiny hubcaps, contrasts with the rather well-used state of the lorry. (CHC aat534)



Right: Here we have another pre-war lorry, most likely parked outside the East London backstreet factory of its operator or a customer. The Bedford WST tractor unit, CYO 240 (London, 1936) and its canvas-roofed van trailer, with what looks like a Carrimore coupling, has the white markings and cowed lamps. There's a fleet number, 34, and telephone number, 'City 1166' on the cab, but the name on the trailer has been partly obliterated to 'BS'. In the background is a 'Shelter' notice, above the SS Jaguar, parked opposite the Vauxhall saloon and van, next to the gas lamp. (CHC aaw661)



Left and below: What could have been the prototype Utility double-decker, built in 1941 by Park Royal on an 'unfrozen' Leyland TD7 chassis, being shown to journalists. Note there was only single curvature on body panels, one opening window per side on each deck, no glazing of the upper deck emergency exit and thinly-upholstered seats, giving a stark overall appearance. There's a wartime military Crossley lorry peeping out of the shed. (CHC aaw 748/746)





Above: In the event, Leyland was given the task of building tanks, and the Guy Arab chassis was used for the first Utility buses. Here is the first for London Transport, Park Royal-bodied fleet no G1, GLF 651, new in 1942. Note the netting on the windows, the 'Look Out in the Blackout' sign on the side and the white spot on the rear of the single decker beyond, converted to an ambulance. (CHC aaU 174)



Left: Another suggestion for much-needed new vehicles for passenger transport were articulated buses. Only a few were actually made and used on works services. One of first, built in 1942 to wartime standards, was a Perkins-powered Commer tractor, with a British Trailer Co chassis, bodied by Metropolitan-Cammell-Weymann. Note the FWD SU-COE and other military chassis in the background. (CHC aar897)

Right: Ironically, the railways were the biggest users of road transport, so had to lead the way in adding white markings and cowled lamps, as well as a proportion of gas-producer equipped vehicles. These two late 1930s Dennis lorries, a 2 ton van and a 50 cwt platform lorry, CNK 201, similar to the 'Flying Pig' bus chassis, of the London, Midland & Scottish Railway were being inspected by some dignitaries. (CHC aam427)





Above: At the same 'show' was this 'LMS Rly' left hand drive Dodge ambulance, FNK 794 (Hertfordshire, 1940), donated by the employees of the New Jersey Central Railway in America, seen with its St John Ambulance volunteer crew. (CHC aam420)



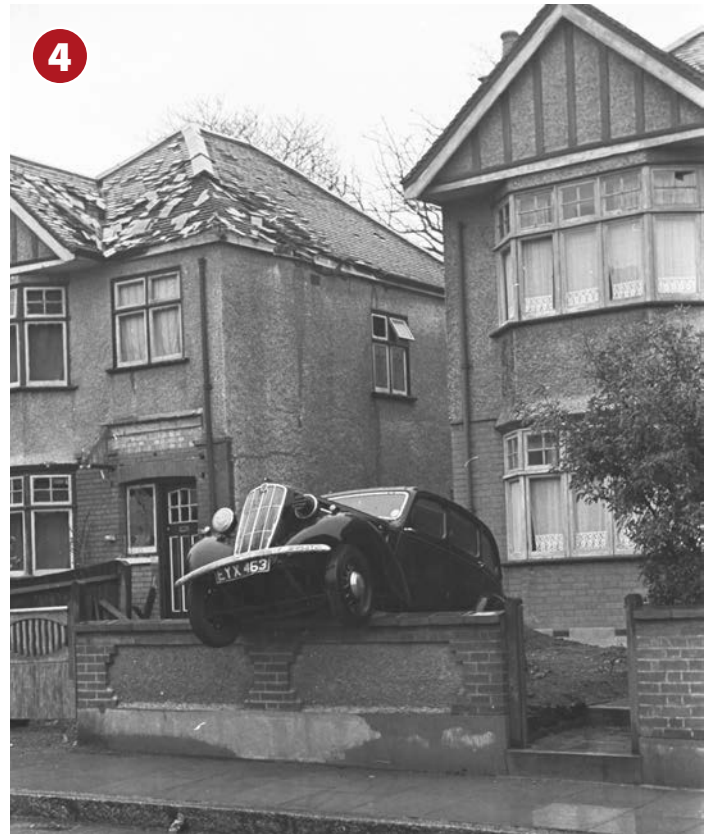
Left: With the LMS Dennis lorries and a Hillman car, with a gas-carrying trailer, in the background, here we have a 1930s Morris-Commercial van, BNK 598, of the LMS/LNER joint Express Parcels fleet, complete with gas bag on the roof. Note the patriotic advert on the side 'Attack through a Savings Group'. (CHC aam422)

Below: A smart Ford panel van, EXO 857 (London, spring 1938), of the London Fire Brigade, also lettered for the London County Council and Auxiliary Fire Service, promoting this organisation at another display. (CHC aaw517)





Above: More vehicles on display, on the South Bank outside County Hall, across the river from the Houses of Parliament. There are five of the wartime fire service Heavy Units, based on Fordson 7V chassis, with trailer pumps and a pre-war LCC Talbot ambulance lined up for inspection. There is a column of schoolgirls in uniform on the right and notice the sentries on the door into County Hall. (CHC aaw519)



- 1: We don't often feature motor-cycles in Vintage Roadscene, but here is ELW 556, a Triumph, I think, with a despatch rider in the uniform of the AFS. (CHC aav197)
- 2: An impressive 1938 Packard, FIA 992 (rather like the Dinky Toys 39 Series saloon model), perhaps 'impressed' and its attractive 'Woody' estate car bodywork extended to make a makeshift ambulance for the duration, with two longitudinal benches in the rear. (CHC aaw453)
- 3: A most interesting example of 'making do', was this MG Midget, being used as a 'tractor' with multiple trailers, around the Abingdon factory, most likely making munitions during the conflict. (CHC aaa197)
- 4: Just to bring home the horror for those fighting the war at home, here we see the results of 'blast', possibly from a 'Flying Bomb'. The Morris 10 saloon, EYX 463 (London, 1938), appears to have been blown from being parked at the side of the road, over the garden wall of the suburban 'semi'. Note the broken windows, missing porch and roof tiles... (CHC aal510)

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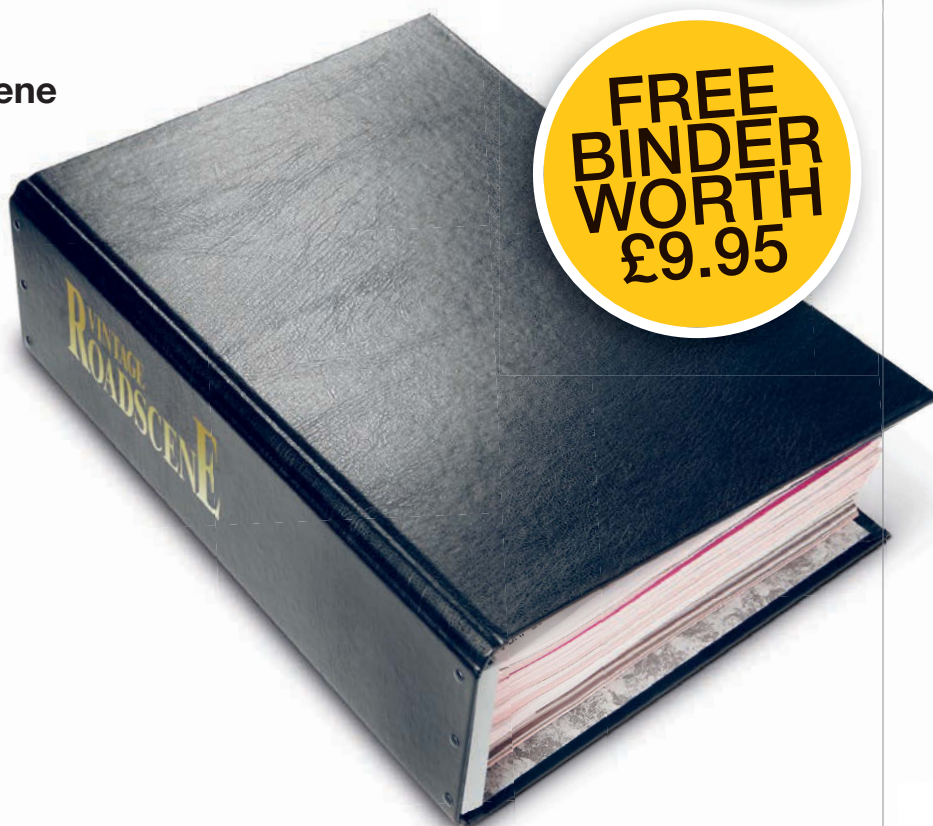
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LEDGARD'S LONDON DAIMLER CW BUSES

Stuart Emmett remembers Samuel Ledgard, on the 50th Anniversary of the closure of the company, in October 1967.

PART ONE



Above: Approaching Otley from Leeds on the A660, with the River Wharfe valley on the left of the picture, we see a 1946 ex-London HGF Daimler, followed by a duplicate bus, which is one of the five Daimler CWA6s, originally with Midland Red that came to Ledgards in early 1957. (PM Photography)

Samuel Ledgard, the legendary founder and owner of the bus operator based in Leeds, started out in business by taking on his father's pub in 1896, the Nelson Hotel in Armley. Soon Sammy, as he was known locally, branched out into outside catering at race meetings and agricultural show, providing tents, catering equipment, staff, food and drink.

Transport was needed for this, so a lorry was purchased in 1912, registered U 1949. This registration was revered at Ledgard's, and was to reappear in reversed form in 1957, when six new AEC Regent Vs, with locally-built Roe bodies, were bought and registered 1949 U to 1954 U. More of them later...

The original U 1949 acquired an interchangeable coach body and services to the seaside resorts of Scarborough and Blackpool started in 1913; when also two

further convertible vehicles were acquired. The 1914-18 war stopped any expansion but, in 1920, four coaches along with four convertibles resumed the coastal runs.

From the 1920s onwards, Ledgard purchased many local bus operators, along with their vehicles. However, the main fleet was always bought new, with Leyland being the preferred choice. The 1939-45 war, when Utility vehicles and 'you got what you could' ruled, saw the arrival of five Bedford OWB single-deckers, two Guy Arabs and 14 Daimlers CW double-deckers, registered in the JNW/JUA/JUB series.

As we will soon see, these 14 Utility Daimlers had a profound effect on Ledgard's purchases during the 1950s. However, immediately after the war ended, the pre-war buying policy resumed, and from 1946 to 1952, Ledgard bought 12 all-Leyland PD1s and PD2s, eight Leyland PS/Duple coaches and seven Foden/Plaxton coaches.



Above: JUA 916 from the batch JUA 915-18, which were Daimler CWA6/Roe UH56R new in 1944. They had varied lengths of service, being withdrawn in 1955, 1961, 1954 and 1959 respectively, with 916 the last to go (PM Photography)

The seed change year of 1952

1952 was a landmark year for the company, as Mr Ledgard died. His almost dictator-like rule of the company, lack of management delegation and absence of records left the company in a poor state. While his will made no mention of the future of the transport business, his son Tom announced that his father's last wishes were given to him verbally and the bus business was to continue.

Therefore, the new management set about cleaning up the business, starting by selling for scrap the remains of 43 old vehicles that were in store and also 'modernising' the recent eight new half-cab Leyland PS/Duple coaches with full-fronts. The payment of death duties did not help the company's financial liquidity and the need to replace the pre-war Leyland double-deckers was now paramount.

We need some more buses

A second-hand source of buses was found locally, at Leeds dealer North's, which had a number of Daimler CWA6s, with mainly Park Royal H56R bodies from London Transport. These had been new in 1946, with relaxed Utility bodies, which still had single-skinned bodies, with external roof framing, but with rounded domes and moquette seats. Bought by London because, like most operators in the early post-war period, there was an immediate need for vehicles, and it was going to be some time before the new AEC RTs would enter service.

Meanwhile, LT had a mixed bag of buses, which were well past their 'sell-by date', with many also built to 'rushed' wartime Utility



Right: 1944 Daimler JUA 918, in Chester Street, Bradford, off the Leeds route, with its 1955 rear doors. It was withdrawn in 1959 and broken for spares. The Roe Utility style of rear upper deck is plainly noticeable (PM Photography)

standards; London overall had 756 Utilities from Bristol (29), Daimler (281), Guy (435) and Leyland (11), with bodies by Duple, Massey, Park Royal and Northern Coachbuilders.

The history of the Daimler-Park Royals was that, in 1946, London Transport had accepted an allocation from the Ministry of Supply of another 100 Daimlers, with London insisting they were CWA6 chassis, fitted with AEC engines. LT now looked for a bodybuilder and, with the promise of huge volume from the future RTs, approached Park Royal and Weymann. However, Weymann could not help, and Park Royal could not provide London with the post-war metal-framed standard, but offered bodies of composite construction, using the unseasoned timber

available. While this meant a shorter body life, LT went ahead and, on delivery between April and November 1946, all of the 100-strong Park Royal-bodied HGF-registered buses went to the Sutton depot to the south of London.

By the early 1950s, as new RTs entered service in abundance, it was time for the London Daimlers to go. The chassis had plenty of life in them, indeed, Belfast Corporation bought exactly 100 of the 281 London Daimler Utilities, which included 13 of the Park Royal HGFs. After re-bodying, Belfast used them until the end of the 1960s. Southend Corporation also bought and re-bodied 13 Daimlers, which included five Park Royal HGFs, while other Daimlers found

Below: A wonderful picture of 1945 JUB128 with Duple body. It is climbing up Woodhall Road, Calverley, with the entrance to Holly Park Mills to the left. It will soon be at the top of the hill, with views on the right side across to Eccleshill in Bradford and back across to Ilkley Moor and, on the left side, down into Leeds. Hidden in the valley behind JUB128 is the River Aire with, on the horizon to the left, Guiseley and Yeadon on the right. JUB128 is from the batch 128/129, 647 to 652, 658/659, all being new in 1945, which were CWA6s, with AEC engines – apart from 647/648 that were Daimler-powered CWD6. (PM Photography)





Above left: 1945 Daimler CWD6/Duple, JUB 647 awaits passengers in Otley. This one was withdrawn in 1962. (PM Photography)

Above right: 1945 CWA6/Duple JUB 659 waits for duty in Otley Bus Station. (Roy Marshall/PSV Circle collection, courtesy The Omnibus Society)

their way to independent operators, such as Trimdon Motor Services and Bee-Line, both in Durham. Southend, like Ledgard, wanted more, but LT did not want to release further buses into the UK market, so many were exported to Ceylon, which bought many Guy and Daimler Utilities, including 36 of the Park Royal HGFs.

Ledgards bought 23 of the 1946-built former D Class buses from North's the dealers, and re-bodied one, but as a single-decker. Therefore, 22 double-deckers entered service between 1953 and 1955, with their original Park Royal bodies. They had all been overhauled once in 1949 and then nine of them again in 1952. However, in November 1952, London Transport decided not to overhaul any more. Therefore, when London's RTLs started to enter service at the Sutton depot in November 1953, the once-only overhauled buses were the first ones to be withdrawn and sold.

The Daimlers arrive

They were bought by Ledgard for £350 each, which was below the advertised price of £450, yet this still gave a good return for

North's on the cost of £165 paid to London. Interestingly, North's also advertised former London T and Q class single-deckers at £450 each at the same time.

The D Class buses were of variable mechanical quality, for as mentioned, the 1953 first buys had been overhauled only once, in 1949. Ledgards, however, went onto overhaul all of them, at either the Armley (Leeds) or Otley depots, after which they then obtained a new certificate of fitness.

The bodies had the normal London Transport destination layout of a three window display at front and rear, with the final destination at the top, the route number on the offside and a nearside 'via' window.

As shown in the Ian Smith illustration, like all the early post-war deliveries in London, to save the use of linen for blinds, only the front via destination window was used, and then only a part of it, to show the route number and final destination in a large font, with the via destinations in a smaller font size. All of this being in three lines.

Ledgard fully panelled-over the rear destination indicators, with the side ones being retained, but fitted with paper

advertisements for the company's excursion and private hire activities. The front indicators were rebuilt and there were many variations, as we shall see shortly. None of the front indicators originally fitted were fully used by either London or Ledgard but, eventually, the HGFs did receive the Ledgard standard front one-window indicators, some of which were in a slightly lower horizontal position. These standard indicators were fitted between 1956 and 1958, when many also had the side half-drop windows replaced by sliding ones, and the upper opening drop-down front windows replaced with single panes of glass. However, 910 at least, still had half-drop windows on withdrawal.

The vehicles purchased by Ledgard

The vehicles bought by Ledgard had entered service in London from May to November 1946 and were Daimler CWA6, one with a Duple H56R body (805 only) and all the others with Park Royal H56R bodies. Details are in Table 1:

In summary, 13 entered service in 1953, eight in 1954 and two in 1955. The last two,



Above left: Sketches showing the Park Royal D-class in its final London livery. (Ian Smith, <http://www.countrybus.org>)

Above right: HGF 890, later in the Ledgard fleet, seen at Morden Station, when D213 with London Transport.

TABLE 1

Registration	LT number	Bought ex-LT	Entered Service	Withdrawn	Notes
HGF 805	D178	1953	June	1961	Originally a Green Line bus
HGF 876	D199	1954	March	1960	
HGF 887	D210	1954	April	1959	
HGF 888	D211	1954	April 1955 (H56RD)	1960	Late into service, intended for spares
HGF 890	D213	1954	February	1960	
HGF 891	D214	1954	April (H56RD)	1961	
HGF 897	D220	1953	April	1960	H56RD doors fitted in March 1956
HGF 904	D227	1953	June (H56RD)	1960	
HGF 907	D230	1954	February 1955 (H56RD)	1960	Late into service, intended for spares
HGF 908	D231	1954	September (H56RD)	1961	
HGF 910	D233	1954	April	1961	
HGF 911	D234	1953	August	1962	The last to go, February 1962
HGF 913	D236	1953	April	1961	
HGF 914	D237	1954	November (H56RD)	1960	
HGF 916	D239	1953	December	1961	
HGF 940	D263	1953	December	1957	Used for spares as body was poor
HGF 948	D271	1954 (re-bodied)	April	1960	Re-bodied Brush FC36C from CUB 1, original body to JUB 649
HGF 949	D272	1953	November	1960	
HGF 951	D274	1953	June	1961	
HGF 953	D276	1953	August	1961	
HGF 954	D277	1953	July	1961	
HGF 957	D280	1953	June	1961	
HGF 958	D281	1953	August	1960	Numerically last for LT Sutton depot

907 and 940, were intended for spares, but were found to be good, so they were put into service and replaced two of Ledgard's own 1944 Daimlers, JUA 915 and 917, which were then used for spares.

One impact of the HGF London Daimlers vehicles at Ledgard is noted by Chris Youhill, a former Ledgard employee and a very nice man: "Those wonderful plucky motors, second-hand but only seven years old, will

live vividly in my memory forever. Having had relations in South London for many years, I was a frequent visitor and a London Transport enthusiast. So, when I passed Otley depot one day to find HGF 913 gurgling away on the forecourt in London red, with the familiar adverts all over, I could scarcely believe it. They were all from Sutton, the South London depot, but I had never come across them before. It didn't take long for the Otley wizard

technicians to get 913 ready for service, indeed, Ledgard's was in such dire straits that there was no time to waste! Internally, its decor was unique when it took to the road – blue lower interior panels, maroon window cappings up to the "London Transport" halfway level, and white everything above, including ceilings. The lower saloon cord bell was something new, and the wonderful sound and vibration felt through the upper saloon floorboards when the top deck bell push was pressed was sheer magic."

There were varied liveries and front indicators used by Ledgard and we shall now look at these...

Variations in Front indicators

As mentioned earlier, Ledgard changed the front indicators and there were three main variants found during the life of the HGFs. These variants were:-

1 Painted over full indicators with an aperture left on the via window, with space for either one, two or three lines. This remaining aperture was positioned high or in the middle. Some also had the Ledgard name painted on the intended top final destination window, however, some did not.

2 Panelled-over indicators, leaving an aperture showing either one, two or three lines. In turn, the remaining aperture could be high, in the middle or at the bottom. Finally, some had the Ledgard name at the top, and



Above: In its early days with Ledgard, HGF 888 is seen at Bradford Chester Street, on a snowy/wet and dirty day with a panelled-over indicator and no upper white band. It is parked on the side of the bus station from where the Harrogate route departed, the indicated Leeds route leaving from the other side of the bus station. (PM Photography)



Above left: HGF 904 is waiting in Otley bus station and has panelled-over indicators, showing the Ledgard name, with a one-line indicator box and upper white band. (Roy Marshall/ PSV Circle, courtesy The Omnibus Society) Above right: HGF 891, with standard rounded corner middle indicators, alongside JUB 647, which was a 'home-grown' Daimler CWD6 from 1945, with Duple Utility body. (PM Photography)



Above left: HGF 957, with squared off middle panelled-over indicators and fixed front upper windows, loads up in Otley for Leeds. (Roy Marshall/ PSV Circle, courtesy The Omnibus Society) Above right: This painting by John Kinsley shows the Duple-bodied D class from which HGF 805 was the only example that came to Ledgard (John Kinsley at Transport-art-collections.co.uk)

some did not.

3 The above indicators were replaced by Ledgard's standard indicators, using rubberised surrounds, fitted mainly in the middle, but some were placed lower down. The front Ledgard name was no longer shown. The standard indicators replaced the painted/panelled over front indicators, from 1955 when changes were also made to the livery.

Most buses went through all of the types,

for example, initially with the rushed into service painted-over indicators, followed by panelling and finally with standard indicators. As seen, however, even with so-called standards, they were slight variations.

Variations in Livery

As has been shown above, there were many livery changes in the life of the HGFs with Ledgard. The following gives the main changes but, as is well noted on the 'Old

Buses' website: "countless combinations of dark and light blue, black, green and white were tried on the HGFs", so the simple list in Table 2 is certainly not definitive:

The HGFs never got to the post-1959 livery, apart from HGF 805, which got close in 1957 with an experimental limited application of light grey (or duck egg blue) waistband, upper band and roof, the rest being dark blue including the window surrounds. D178 or HGF 805 was always different, as it was the

TABLE 2								
Livery By year	Lower panels	Lower band (below lower windows)	Lower window frame surround	Mid Band (waistband) above lower windows	Upper panels, below upper windows	Upper Band, below upper windows	Upper window frame surround	Roof
1953	Mid blue	Light blue with Dark blue lining	Mid blue some had a	Light Blue, with Dark blue lining white waistband	Mid blue	Light Blue	Mid blue	Mid blue
1955	Dark blue	Dark blue (or royal blue)	Dark blue	White	Dark blue	White	Dark blue	Green
1959 -1967	Medium blue	Medium blue (or Nile blue)	Light Grey (or duck egg blue)	Light Grey	Medium blue	Medium blue	Light Grey	Light Grey



Left: In the 1953 light/mid and dark blue livery, is HGF 958, at Harrogate, bound for Bradford. It had entered service in August 1953, with a paper destination blind on a painted over indicator. Behind 958 is a rare West Yorkshire bus, which looks to be from the batch DG39-42, 1945 Bristol K6A, originally with Strachan bodies, which were later re-bodied with pre-war ECW bodies and finally withdrawn in December 1957. (PM Photography)

Below: In the 1955 livery of dark blue with white bands and green roof, with a panelled-over indicator is HGF 897. It is setting off from Troydale Mills and heading back for Calverley, some 27 minutes away. The opening upper front windows have been replaced by fixed glass, however the side half-drop windows remain. (PM Photography)

only Duple-bodied former London Daimler, and had a single one-piece front indicator window from brand new.

This was originally a Green Line bus and therefore painted green/white, with black mudguards and red oxide roof. It had entered service at Romford, for the 721/722 routes from London Aldgate via Stratford and Ilford, then the 721 via Romford to Brentwood and the 722 via Hornchurch to Upminster (Corbets Tey). D178 stayed at Romford until August 1950 and was then painted red and returned to central area work at Merton (not far from Sutton), from where it was eventually withdrawn.

● More of the Ledgard story next time.



Above: A painting by John Kinsley of one of the Duple-bodied Ledgard JUB registered Daimlers bought new, that clearly shows the post 1955 green roof livery (John Kinsley)

Right: Also in the 1955 livery is HGF 953, seen in December 1960, loading in Bradford for Leeds, on the 44 to 47 group of routes. The opening upper front windows are now removed and the side half-drop windows replaced by sliding windows. 953 was to be soon withdrawn in July 1961. (The Transport Library JSCPJ23)



Suddenly it's the 1970s - and you need a maximum weight tractor

**PART
ONE**

Phil Reed takes a hard look at what was on offer for transport operators around 40 years ago.



Above: AEC was to close at the end of the 1970s, with the rationalisation of British Leyland's commercial vehicle production, but at the start of the decade, it was one of the 29 or so manufacturers which would offer maximum weight artie tractor units. Here a Mandator, ELR 721J (London, 1970), is seen in the Pitt & Scott fleet, with a York box trailer for use on 'TIR' Continental Ferry Services, which would become a feature of the times.

A few months ago Editor Mike was kind enough to run a mini-series under the banner 'Suddenly it's 1965...'. This covered the breadth of choice available to truck operators in the market for a two axle rigid lorry at that date – when there were 18 makes to choose from – compared with just nine now.

Emboldened by this, I asked Mike if he

would consider the same again for tractor units – initially thinking that the title would be 'Suddenly it's 1967 (or 1968 or 1969)...'. But, try as I might, I could not decide on a specific year. For instance, as soon as I settled on 1968, I realised that a year later yet another truck maker had arrived on these shores to try and crack the booming UK tractor market.

So I decided on different approach.

Rather than pick a single year, I could tell a better tale by using a whole decade as the basis for this latest mini-series. Hence the headline 'Suddenly it's the 1970s...'. In over 50 years working in and around trucks I have never seen a more expansive decade in the UK truck market. Why? Well the UK had become more European-minded – indeed, the country voted to join the Common Market in 1973 – and by the end



Above and right: Many large fleet operators would stick with the classic 'gaffer's motor' where possible. Ferrymasters followed up its late 1960s order for Atkinson 'Silver Knight' tractors, albeit with Cummins NH 220 hp engines, with another for the Borderer, seen here with a Crane Fruehauf tilt trailer.

of the decade the economy was recovering, with an associated demand for new trucks.

This was also the decade when UK truck operators completed a move to articulation across the board for their top weight, long distance haulage requirements. Suddenly the UK truck market looked like a honey pot for European manufacturers.

To put it into context – in 1965 all the makes of two axle rigid chassis considered in the earlier mini-series were built in this country and all but one contained a virtually 100% UK-made content. The exception was International – a very minor and short-lived – UK-assembled contender, which still had a very high UK content.

Move on to 1970 and there was a whole, fast-growing swathe of European truck manufacturers all set to try their luck in this country. And, critically at this time, UK truck manufacturers could not meet growing demand.

Then, a waiting time of a year or more for a UK-built tractor unit was not unheard of, and perish the thought that you wanted a Gardner engine in your favoured make of tractor – then you could wait two years. This was the time when every haulier who wanted the best – and to demonstrate



this fact, to both his customers and his competitors – would order an Atkinson, an ERF or a Foden with a Gardner engine.

The Patricraft engine manufacturer then had a deserved reputation for fuel efficiency and reliability – as this story I was told shows. A Volvo salesman visited one haulier on spec, with an early UK Volvo. He pulled up in the yard to have the owner open the window of his office and bawl,

"Xxxx off! Bring it back when it's got a Gardner in it and then maybe I'll look at it."

Another factor that played a big part in opening the door to the European competition was complacency. If you were a UK truck manufacturer, and you were sold out for the next two years, then it was only natural to think that product development, etc could take a back seat. If you could sell all the trucks you could make, why waste



Above: By 1972, Ferrymasters was investing £200,000 in Volvo tractors for its fleet, 3 F88s and 35 F86 units, an example of which is seen here.

Right: Ferrymasters also tried to 'Buy British', with vehicles like this classic 1970 AEC Mandator V8, seen with a refrigerated container, but in the end, they could not stem the tide of Continental vehicles.

noisy, draughty and uncomfortable day cab.

At this critical stage in the late 1960s/early 1970s, European manufacturers saw the opportunities that the UK markets presented. They could see that UK manufacturers had been caught flat-footed by customer demand. They could also see that their products offered more for the driver and could better cope with high speed motorway operation than the average UK tractor unit.

And, most importantly, they could see that operators were increasingly fed up with the attitude of UK truck manufacturers and their dealers. It was an open secret that many UK truck operators, especially those with smaller fleets, were being treated with disdain by the home market manufacturers and these customers were beginning to think: "Why do I have to wait up to two years for a Leyland/ERF/Foden, when I can get more for less and near instant delivery with a new Volvo/Mercedes/Magirus?"

Thus, a large number of tractor unit buyers switched allegiance – and many never bought British again. Who could blame them? Long delivery dates for new trucks affected their businesses badly. So it really was a 'no brainer' for them to become



a valued customer of one the European makes rather than be brusquely told when the UK manufacturer would deign to build you a vehicle – a very long time hence.

This preamble brings us to the crux of the matter. How big was the choice available to UK operators in the market for a top weight tractor unit in the 1970s? Today, there are just seven mainstream manufacturers of top-weight tractor units available in the UK market: DAF, IVECO, MAN, Mercedes-Benz, Renault, Scania and Volvo, with the addition of Hino, as a low key, niche market presence.

By contrast, during the 1970s, my best estimate is that there were 29

manufacturers of maximum weight, two-axle tractors available at one stage or another in the UK during the decade. The list looks like this: AEC, Atkinson, Barreiros, Bedford, Berliet, DAF, Dennison, Dodge, ERF, FIAT, Foden, Ford, Guy, Hino, IVECO, Kenworth, Leyland, Mack, Magirus-Deutz, MAN, Mercedes-Benz, Renault, ROMAN, Saviem, Scammell, Scania, Seddon, Seddon-Atkinson and Volvo.

In assembling the above list, you will note that there are many minor players included but, at the time, no one knew how well any of the new contenders would fare in the UK. As ever, at this stage, I'll insert the proviso that better-informed readers than



Left: Chamberlain Transport of Crewe was obviously wedded to the more traditional style of vehicle, adding to its fleet in 1972, this ERF Model K LAG 300, 30 ton gcw lightweight 4x2 tractor, DMB 942K, fitted with a Gardner 180 engine.

I out there will instantly spot some glaring omissions. Please let Editor Mike know, so that I can do some further research.

What does this list show? Well for one, from the latter part of the 1960s, the presence of European truck makers in the UK had grown rapidly. From just a handful – the pioneers being Mercedes-Benz, Scania and Volvo, followed in short order by Magirus-Deutz – to around a dozen, in just a few short years. It also shows that major American manufacturers thought that there was an opportunity in this country.

Certainly Mack set up its own UK business. As a Motor Transport reporter then, I remember driving a Mack demonstrator at the much-lamented RHA Tipper Show in Harrogate. It was a revelation – not I hasten to add in terms of the cab, which was pretty basic – but for its Thermodyne engine. This was the first engine that I had ever driven with a peak torque of over 1,000 lb ft. Running at 32 tons gcw, the Mack offered effortless performance on the steep hills around Harrogate.

This high peak torque and high torque rise was the model that Cummins, my next employer, was to use to develop its hugely successful Big Cam E Series engine range – which initially covered the 290 to 400hp power band. As a result the E290 engine, the E-Series range's best-seller, became the backbone power unit for UK top weight tractor manufacturers' ranges in the late 1970s and on into the 1980s, as future instalments of this latest mini-series will show. Suffice to say that the E290 could be found under the respective cabs of Bedford, ERF, Foden, Ford, Leyland, Scammell and Seddon Atkinson tractors.

Kenworth was another US manufacturer that had a pop at the UK market. I vaguely remember that these were handled by a

firm in the Gloucestershire area. Neither Mack nor Kenworth made much of an impression on the UK tractor market. However, both found a niche with hauliers on the Middle East run and in heavy plant haulage. I also seem to recall that the York Trailer company had at least one immaculate Kenworth here in the UK, which regularly featured in its publicity material and PR efforts.

The 29 or so tractor manufacturers competing in the UK during the 1970s was a post-war high point, in terms of the number marques available. However, through the decade, the number swiftly began to fall, as the result of amalgamation – Seddon and Atkinson – corporate reorganisation – which saw Berliet and Saviem both become Renaults – and Leyland rationalising its complex product portfolio by axing AEC and Guy production. Thanks to the Chrysler takeover, Barreiros became Dodge, which then faded away as far as the UK was concerned.

ROMAN was another short-lived contender, as operators quickly discovered

they were not buying a cut-price MAN, but something entirely different. Then, from 1974 onwards, IVECO began the long process of co-ordinating the truck manufacturing activities of Fiat, Lancia, Magirus-Deutz and Unic. As such, this resulted in the gradual disappearance of these brand names. Then, some years later, Ford's European heavy truck operations followed suit, to come under the IVECO operation as well.

So, the heady days of the 1970s were relatively short-lived, in terms of a vast choice of truck makes available in the UK. However there also might have been an even greater number of manufacturers available to UK operators during this decade. I seem to recall that Russian manufacturer Kamaz was considering coming to the UK with tractor units, to sell alongside Belaz dump trucks which did enjoy short-lived sales success here.

As such, I believe a few Kamaz tractor units came to these shores as part of a trial exercise. But, either there was a spy scandal, one of a number, which regularly soured UK and USSR relations during the decade, or more likely, they were considered too rough and ready for UK consumption.

As an aside, I seem to remember that as part of one spy scandal, a large number of Russians, ostensibly on the UK Belaz payroll, were deported as being involved in surveillance activity rather than shifting dump trucks.



Right: The Guy Big J4T continued to be available through the 1970s, for operators who wanted a 'no frills' tractor unit. The contrast between one of these and, say, a Volvo, was a revelation for many drivers.

Right: A clever move by the manufacturer was to supply a vehicle hire business with its tractor units, in this case a Volvo F89 for Gulliver's, based in Bristol, giving various company's drivers the chance to try their products, helping to create demand.

Also, I think that Finnish truck maker Sisu might have considered a UK appearance, though whether this was in the 1970s or later in the 1980s I cannot now remember. Either way, Sisu was a non-starter in the UK.

And what was the reaction of the UK's early adopters of 'foreign' makes of tractor units? Mixed, but generally positive, would probably describe the operators' viewpoint. Ecstatic was the general viewpoint of drivers.

First, let's deal with the drivers' opinion of the products of the foreign invasion. At the beginning of the 1970s the average UK tractor unit of the time was – from the drivers' point of view – still a pretty basic, rattle-trap confection. Thus, the continental invasion addressed the bulk of drivers' concerns.

European tractor unit cabs were generally better equipped, quieter and better-sealed, the seats more comfortable and they had effective heaters – something that was not a given on UK units. Also, many of them had synchromesh gearboxes and more power than the equivalent UK truck – even though some, with their turbocharged engines, demanded a different driving style. All in all, they were a driver's delight.

The mixed reaction on the operator's part was – as far as the European manufacturers were concerned – totally unexpected. It stemmed from the makers' basic lack of

understanding of the difficulties presented by the UK's unique operating conditions.

Looking across the Channel from Europe, it was easy to under-estimate or totally overlook these local problems. After all, the UK was just a small island, had no mountains – just large hills by European standards – and generally had a temperate climate.

How hard could it be? As it turned out – it was quite hard for some of the new entries. Thus, some of the first European tractors

to hit these shores had brake and driveline problems – which were generally quickly addressed and sorted in short order.

These brake and transmission difficulties were a product of UK traffic congestion, which was worse than on the continent. Maintenance standards were also lower and vehicle utilisation and annual mileage per vehicle were far higher here than on the other side of the Channel.

Add to the mix the fact that UK speeds – especially on the new motorways – were higher, hill profiles were generally shorter and steeper, roads had more corners, and all these were combined with a need to push on virtually regardless of conditions. In summary – compared with the typical type of European operation – most tractor units operated in the UK had relatively short, but brutal operational lives.

Another difficulty was that the new Continental tractors required a more sophisticated repair and maintenance regime. Operators' workshop staff had to learn new techniques – the simple mangle spanner and big hammer approach to solving most repair and maintenance issues had to be swiftly jettisoned and a more precise engineering approach adopted.

But these initial difficulties were soon overcome. Also, UK tractor unit manufacturers raised their game, so that by the end of the 1970s, the tractor unit buyer had a previously unimaginable choice of good units to consider – as the next few instalments of this mini-series will show.



Above: The move to Continental tractor units was perhaps spearheaded by companies which dealt with international transport, exemplified by this Mercedes-Benz LP1417, HLP 685K, dating from 1971, for London-based SGH Transport.

This month, we complete our correspondents' coverage of the rallies during the busy month of August 2017. Amazingly, we still have ten reports left to complete last year's season – and we'll be starting on the 2018 events before we know it...

Driffield Steam & Vintage Rally

Janet Ulliott sent us a number of pictures of interesting commercials, seen at the 28th Driffield rally, organised by the East Riding Engine Club, on 12-13th August.



1: Among several Bedfords at Driffield was this smart K Type dropside, seen alongside an equally nicely restored early CA van. 2: A later Bedford lightweight is this J1 dropside, a popular vehicle among preservationists. 3: A bit heavier is this Bedford J6 tipper, in the livery of P O Broomfield & Sons, of Spennymoor, which might have started life as a military vehicle. 4: A nice example of the Fordson E83W dropside pick-up, with a canvas cover added to its body, in Castletown Motors livery. 5: A rarity even when new, a DAF 33 pick-up, with the Variomatic 'elastic-band' transmission, dating from 1971, when the Mini Van and diesel Transit behind would have been more common, but nearly as rare now. 6: An older light lorry, a Morris-badged 'Tonner' dropside from around 1926.

Lathalmond

The Scottish Vintage Bus Museum held its Annual Open Weekend at its extensive site at Lathalmond, Fife on August 19-20th. **Len Jefferies** visited with the trip run by Thornes Independent.



- 1: One of the many resident buses at Lathalmond is AWG 639, an AEC Regal I, A52 in the W Alexander & Sons (Northern) 'Bluebird' fleet.
- 2: Seen displayed inside one of the many sheds at Lathalmond, with the Sydney Albion in the background is Alexander's P721, a 1934 Leyland Lion LT5A, new to Central SMT with a Leyland body, replaced in 1945 with this Alexander body and used by Alexander subsidiary, Lawson of Kirkintilloch.
- 3: This Leyland Titan PD2/20, with Metro Cammell Orion body, OFS 798, was one of Edinburgh Corporation's monstrous masses of shivering tin', but looks great between pre and post-war Tiger single-deckers in Alexander's blue.
- 4: Bus services are run around the 45 acre museum site. Here is Alexander's Gardner 6LW-powered Guy Arab III with Cravens body, making its way between the vehicles on display outside.
- 5: Also on the 'internal service' was this lovely little pre-war Ford 'BB' 14-seater in Lawson's livery.
- 6: There were also some lorries and fire engines to be seen, including a Leyland Roadtrain car transporter, Lloyds of Ludlow AEC eight-wheeler, plus breakdown trucks like AEC Matador, JK 5603 and 1936 Leyland Beaver, WG 5245.



7: Two very different preserved buses, M312 YSC. Volvo B10M-55 with Alexander PS bodywork, still used occasionally as a 'berry bus' to carry fruit-pickers, and XG 9304, a Northern Counties-bodied Leyland Titan PD1 of Middlesbrough Corporation.

8: MSF 750P, a Seddon Pennine 7 with Alexander M-type C42Ft coachwork, new as Eastern Scottish (Scottish Omnibuses Ltd), for use on the Scottish Bus Group Scotland to London services, next to Alexander Y Type-bodied Bristol RE, EWS 168D, used in previous years.

9: Thornes Plaxton-bodied AEC Reliance, TEC 599N, used on the tour to Lathalmond, with some more modern visitors to the open weekend.

Truck Sunday, Leyland

This event was held at the British Commercial Vehicle Museum in Leyland on 20th August. **Keith Baldwin** says he was pleasantly surprised to see some new vehicles in addition to the regulars.



1: An unusual four wheel drive platform-bodied Thames Trader, in the livery of Chadwick & Daughters.

2: This 1949 Bedford M Type, along with a whole array of council road-mending materials, made an interesting display.

3: Keith says he hasn't seen this ERF E14 breakdown vehicle, E124 MOU, in the livery of Walsh & Dearden of Darwen for a while.

4: We've seen this Leyland Octopus, ONC 7, in Lancashire Cotton Corporation colours before, but it is rather lovely.

Shrewsbury Steam Rally

This event took place at Onslow Park over the August Bank Holiday weekend and, as always, there were plenty of interesting commercial vehicles to be seen. **Malcolm Ranieri** and **Berry Fenn** were there.



1: The 1961 Leyland Octopus in Britannia Services livery is seen on arrival. The registration, 589 CYU, suggests it was originally a tanker of for Esso or perhaps Shellmex-BP. 2: It's always good to see the ex-Alan Firmin AEC Mammouth Major 8 Mk V and 'dangler', now in the preserved fleet of T J Pary of Shrewsbury. 3: Another eight-wheeler arriving, Foden S21, 106 EYK (another ex-tanker?), of Paul Standing & Sons, used by a showman before preservation. 4: A charming little 1929 Dennis 30cwt with Short body, originally operated by Jackson of Westgate, leads an ex-Great Orme Tours Guy and a Southdown Leyland Cub onto the showground. 5: Barry Fenn loves his 'line-ups': here five Sentinel Steam 'Waggons' make a brave sight together. 6: A more modern line-up, with three Atkinson Borderers, Cummins-powered JVJ 904P and late-registration VWN 957T flanking Gardner-powered KAM 355P – keeping the Volvo F88s at bay?

Earls Barton

The Earls Barton Rally & Country Fayre, held beside the A45 in Northamptonshire, is another August Bank Holiday event. **Len Jefferies** went along.



1: Seen at many rallies in showman's ballast tractor guise, 209 BGO is another vehicle which started life as a fuel tanker.

2: A popular use for an ex-Ministry normal control Commer 4x4 was as a breakdown vehicle, like 134 UXP of M Church & Son of Kettering.

3: The lovely ex-BBC Austin Loadstar is now displayed as it worked with a TV camera on the roof.

4: Originally used on the Great Orme Tours from Llandudno, this Waveney-bodied Guy Wolf, JC 9735, is now to be seen in Thomsons Tours livery.

5: Are there any Standard Vanguard 'Utes' left in Australia? Here's a lovely example at Earls Barton.

6: There are always plenty of military vehicles at rallies like this one. Here is an early Bedford RL 4x4 troop carrier, complete with a display of associated equipment.

Hellingly

Also held 26-28th August was the 42nd Festival of Transport at Broad Farm, Hellingly in East Sussex, from where **Vic Capon** sent these pictures.



1: An attractive-looking Scammell Highwayman, 6792 EV (Essex, 1959), with a low-loader trailer, carrying what is probably well-disguised living accommodation. 2: An equally good-looking Unipower timber tractor from Tunbridge Wells, looking very much the part with its loaded pole trailer. 3: The sun glints off the new nearside screen on the Scammell Handyman Mk I, restored in its original W Viney livery. 4: Lots of lighter lorries have had long lives in use as horseboxes and, to prove the point, here is a 1971 Bedford TK, now providing family transport to rallies. 5: Looking ready for anything is a Ford D2417 six-wheeler, kitted out as a breakdown vehicle, which might have started life with a readymix drum. 6: EPX 622 is a 1939 Bedford WL 2 Ton dropside, a nice pre-war Bedford and a very rare transition model, only built for a few months before World War II. It has features of both the 'W' and post-war 'M' series, with an ash framed cab and rod/cable brakes, powered by the famous 28hp petrol engine. Acquired by the present owners in 1993 and fully restored over a 12 year period.

THRILLS IN TEIGNMOUTH AND SUFFOLK

As in a previous article I mentioned that I had recently re-visited Teignmouth Docks for the first time since 1966, but more on that later.

Since buying our first caravan back in 1981, my wife and I have spent many wonderful holidays in Devon, as well as covering every inch of the UK, first with our two young daughters, then grandchildren and now just the two of us going where we want when we want. Great!

However, although I was a long distance lorry driver at that time, sadly, I never had the time or much interest to re-visit old haunts, docks, factories, pubs and so on. I also declined several invitations to past company reunions which I had driven for, or meeting up with the many friends I had made around the country.

I do regret my failings in that area, but I suppose that's how it was and possibly still is today, for most drivers both past and present. That's what a driving life was like. You climbed into your cab at 4 am on a Monday morning and climbed back out on a Friday evening, and for the next two days your life took a totally different direction.

Nostalgia and the obligatory 'Bucket List' were not in my dictionary back then, but fast forward 40-odd years and my bucket is nearly full and I have been trying to dig through it since I retired in 2010. Fortunately 'Vintage Roadscene' has played a great part in my retirement over the recent years, and the stories and articles have taken me back to places I have been and places I would have liked to have been to, which takes me back to my opening paragraph.

Over recent months, I have been following the fantastic four-part series regarding Teignmouth Docks, by Allan Bedford with input from John Slater, in issues 210-213. Before I had even finished part one, back in May, I knew I had been there in a previous life.

In 1966, I was on my second driving job, moving on from private 'C' licence on to general haulage 'A' licence. The company had just three motors. Two were LAD-cabbed Leyland Comet artics and the other a Thames Trader four-wheeled flat-bed. The boss drove one of the Leyland artics and, as I was the new larker, I was told to take the Trader.

The boss's wife ran the fleet and found us the work from home, and though we didn't have any contracts as such, the motors never stood idle. I remember spending a lot of my time delivering hard wood timber to the South-west, imported through Hull Docks, before being treated and finished by a local merchant. It was on one of these trips that I was instructed to reload at Teignmouth Docks on behalf of 'Renwicks'.

I remember arriving late one afternoon and could not load until the following morning, but I was able to leave my motor near the dock entrance and walk to some local digs near the town centre. Next morning, after a good hearty breakfast in the digs and several mugs of tea while waiting on the dock (to wash the coal dust down), I was on my way by mid-morning. But what I can't remember is what I did load.

All can recall is that it was very low and very heavy and, despite 'Renwicks' finding their 'Traders' underpowered, my Thames Trader could pull a house down and had no problem climbing the banks up the old A38. I vaguely recall off-loading in the West Midlands, but 50 years on, the old memory isn't what it used to be for the finer detail.

More recently however (July 2017), my wife and I towed our new baby, or should I say our 8 metre twin-axle caravan, down to Newton Abbot, Devon. Once a trucker, always a trucker, 'as they say', and we spent a glorious fortnight exploring the delights of Devon and visiting old haunts, one of them being Teignmouth Docks.

By now nostalgia was flowing by the bucket load and the first thing that hit me immediately was how little the port had changed in 50 years, apart from a huge building that now stands on what used to



be wasteland, next to the more recent weighbridge and security hut. I spent almost an hour talking to the security weighbridge man (He's changed a bit) who put me on to the Port Manager, Richard (I seem to recall), who suggested that the next time we were in the area we should give him a ring and he would take us on a guided walking tour of the docks. Wow! Offers like that don't come every day and we will certainly be taking that one up.

We finally decided it was time to move on and visit the town, driving down what was possibly 'Alexander Terrace', leading to a public pay and display car park on the left. Again, I seem to remember it being wasteland decades ago, with overnight lorries being parked there. No doubt Mr Slater will be able to remember far more than me and may even put me right on the more finer details.

After returning home to Hull and spending the next three weeks checking the house, completing odd jobs and wading through all the non-interesting mail (though not Vintage Roadscene), it was time to hit the road once again. This time it was down to Suffolk. One of several places we visited during our stay was the 'East Anglia Transport Museum' based at Carlton Colville, couple of miles west of Lowestoft.

At £3.50 entrance fee (seniors), this turned out to be the best £7 I had forked out in a long time. The theme of the museum was 'transport through the ages', which included steam-rollers, tar burners, road water sprayers, signs and tools. It also included a film show on how all these things were used throughout the 1940s and '50s to repair the roads.

Several trams and buses were on display and running, giving free rides and also rides on a narrow gauge railway. There are sheds galore, housing every form of transport you could think of, which all to some degree played a part in the running of the local area of Suffolk.

It was in one of these sheds that we came across some splendid restored old lorries including a heavy bull-nosed Thorneycroft, but the one that stood out for me was a 'Lacre'. Remember them? Built from 1904 by 'Long Acre Motor Company', Welwyn Garden City, and named after the London district of the same name. Production declined after 1928 apparently, and the last vehicles to be built under the 'Lacre' name was in 1952. The information at the time did not say under what name 'Lacre' continued, if at all, but what is known is 'Lacre lorries' built special conversions onto their chassis and CSP 802 was specially adapted as a road sweeper.

Once again, I would like to thank Vintage Roadscene for allowing me to share some of my memories with you all and giving me a new lease of life into road transport.

B Featherstone, Hull. tass@tass.karoo.co.uk

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HALL & CO AGAIN

I refer to 'More Hall & Co Memories' by Alan Biggs, in Issue 217 of *Vintage Roadscene*. The Albion tippers on page 10 had glass fibre cabs. Motor Panels offered the LAD cabs with glass fibre panels fitted to the steel frame, as a weight saving measure.

Mentioned in the article were some Ham River AEC half-cab tippers. I was very pleased to see this, as I recall seeing one in the 1960s, but I haven't seen a picture of one, or seen anything written about them since then. It's nice to know that other people have also seen them.

Hall & Co owned a lot of land and property, the head office and coal wharf in Croydon, a chalk quarry and lime works in

Coulsdon (now an industrial estate), sand pits in Redhill, and the engineering works in Salfords, plus the many gravel pits, all over South-east England.

In 1963, Hall & Co purchased the Woodside Brickworks, and replaced its fleet of Thames Traders with new Ergomatic-cabbed AEC Mercurys, fitted with alloy cage bodywork.

Then Hall & Co was taken over by RMC and, by 1976, the Woodside Brickworks was closed. It became a nature park with houses built on some of the land. I have seen different accounts about the RMC takeover of Hall & Co. Some say it was 1968, others say it was 1972. I was around at the time, but I can't be sure of the date.

The photo of the BRS Leyland Comet tractor unit on page 71 reminded me of when I had to go to the BRS Parcels depot in Croydon in the 1960s. Most of the vans were Austin VA 'Noddy vans', but there were also some Leyland Comet artics with Scammell box van trailers.

The Leylands were used for bulk deliveries during the day, but their main job was night trunking. A driver would come in and take a loaded trailer to Reading, and bring another loaded trailer back to Croydon. He would then have to take another trailer to Southampton, and bring another one back to Croydon. A lot of driving for one night.

H Daulby, Croydon

TVW TIPPERS

As a long term reader of *Vintage Roadscene*, I have found the readers' letters to be of immense interest. In the November issue, Carl Johnson described the sad spectacle of the remnants of a TVW six-wheeled tipper languishing in Rush Green. I share the sentiment that it is a shame that such a rare vehicle never made it into preservation.

Its operator went on to purchase at least one further example, as can be seen from the enclosed photograph, taken by my friend, the late Roger Kenney, who photographed thousands of lorries of the era for future generations to enjoy.

As a tribute to its ancestry, XWX 769 also carried a Sentinel badge attached to the base of its grille. This machine was also fitted with a Rootes TS3 two-stroke diesel, which was appropriate at a time when the firm's favoured four-wheeler was the Commer QX eight-tonner, powered by a similar engine.

Adrian Cypher, Swindon



SHOWTIME – WHAT DO YOU WANT?

There has been some discussion in some of the preservation press and on some of the on-line forums in recent months about the public experience at shows. It seems to me that some input and discussion from and with the public would be useful, together with that of the owners of vehicles, who give up their time to bring and show them.

The AEC Society is at an advanced stage in organising the Newark show, held in conjunction with the Bedford and ERF societies, at the end of May 2018. Now is the time we need exhibitors and stall holders to be registering, but it is not too late to be taking note of the views of the visitor. I personally do not want to see a growth in the number of shows that charge a registration fee, but I can see that without enough visitors paying at the gate covering costs becomes a big problem.

So what would encourage the punter through the gate? Would people like to have 'experts' from the various clubs and societies out among them, explaining the vehicles to them, as you sometimes get in museums, or like me, would that be so irritating that you would not return. Perhaps you would like to see the various vehicles moving about, such as our 'Bomber County Run'? We need your opinion.

No matter how many customer service surveys that are done with visitors, it is only through the pages of magazines such as this, that we can reach and listen to those who do not attend, to try to provide the show that will attract them.

The AEC Society is just one of many organisations that put on a rally or show, I believe all organisers have something to learn.

**Nick Ezra, Editor,
AEC Society Gazette.**

ROCHDALE MATADOR

Just a quick note about the picture on page 40 of the January 2018 issue (also referred to elsewhere – Ed), showing an AEC Matador four-wheeler and trailer, JBU 461. In Peter Davies' book 'British Lorries of the 40s and 50s', there is a picture of the same lorry (in colour, it was dark red, and had the operator's name on the door – Ed).

I lived in Rochdale from late 1965 to March 1970. I think the driver of the lorry lived in the same area as I did, so he and the lorry were a familiar sight. It belonged to a company, confirmed by Peter's photograph, called Scotts of Oldham. Whether the photo in the magazine is earlier or later than my sabbatical in Lancashire, I don't now.

Still a great magazine, by the way. Keep smiling.

**John Wheeler,
Swanland, East Yorkshire.**

KENT MEMORIES

Having been a subscriber to your magazine for many years, I thank you for the variety of topics and the series on Kent and Sussex Transport has touched a favourite memory of mine, Tonbridge in Kent, from 1939 to 1960, when my employer, Atcost, decentralized their office and I ended up in West Auckland, Co Durham.

My late father worked for 28 years with Johnson's and SETAR. Your part four, on page 57, has a photograph of KJ 1394, a three-axle AEC Mammoth bulk crude tar tanker. The interesting thing about this photo is that this is the first time I have seen stops between the S and E. Also, the front of the tank barrel appears to be yellow; all the ones I saw down the years were black, only the rear ends were yellow, with the fleet number and SETAR lettering in black. I am well on with a model replica fleet of both Johnson's and SETAR dating from 1934 up to 1999.

There is a photograph of a 1933 four-axle AEC Mammoth Major, JG 4112, taken outside of Robert Brett's offices in Canterbury in 1938. From this photo, the front of the tank body appears lighter in colour than the rest of the body. The cab is also in a lighter colour. There is no evidence of any full stops in the sign writing. This vehicle was on contract hire from Robert Brett, along with two other AECs. I would very interested to discover if there are any other photographs or additional information out there. Neither of the vehicles mentioned above are recorded on my late father's list.

The article 'Sweeping Statements' reminded me of a Thomycroft-Lewin mechanical sweeper, which was once in the fleet of Johnson Bros, Based in Tonbridge, which on one occasion 'clipped' a pedestrian milk float in Vale Road, as the sweeper returned to the depot.

Unfortunately the driver had a vision problem in one eye. On

reporting the incident to the Transport Manager, he is recorded as saying: "I hooked her and the milk and eggs flowed down the gutter." The driver was retained on moving vehicles around the depot. It would be interesting to see more pictures of these left hand drive sweepers in future issues.

'Showmen around Kent' also brought back memories of many ex-military vehicles in use by the showmen, including the smaller 'Gun Tractors', towing two, sometimes three trailers. Bertram Mills had their animals delivered by train into Tonbridge Goods Yard, with the animals parading along the High Street to Botany, which is now an Industrial Estate.

'Anyone for a pint' reminded me that we had Fremlin's, Style & Winch and Whitbread's drays plying the streets of the town, along with some smaller breweries, supplying the off-licences in the town.

Now the most interesting article 'Kent & Sussex Transport'. I was born in a cottage behind 'The Spotted Cow', which was sited on the north side of the A20. Although the photo is of the A20 in Larkfield, I am unable to place the actual spot – anybody help please?

The AEC six-wheeler in the distance could be a bulk tanker, either FKK 520 (Kent, 1938) or EXC 157 (London, 1938): if so they would be from the SETAR fleet. Any possibility of the picture being enhanced in any way? (The photograph is about as big as it will go, I'm afraid – Ed.)

Finally, the Smith's Crisps Albion – one always delivered to the fish shop opposite where I grew up, in Tonbridge High Street, and the driver always put the empty crisp tins inside the wire mesh cage on the roof of the van.

Again thank you for a marvellous magazine, which prods our memories and helps us remember 'our youth'!

Richard Digby, Thame

WOOD GRAIN EFFECT

In issue 216, November 2017, on page 23, there is a period picture of a Morris Commercial PV being lettered by the signwriter for Mill Crescent Laundry.

The picture depicts the van finished in 'wood grain effect', with the request, "Does anyone want to comment on how this finish was applied?"

I served my apprenticeship in the early 1960s, as a vehicle painter and signwriter, with William Parks and Sons, Kilbirnie Street, Glasgow. Fortunately for me this company still 'brushed' many of its commercial vehicles.

The procedure for the wood grain effect was very similar to the house decorator's graining of doors, except we were working with a much larger area.

Essentially, after the vehicle was prepared and brought up to the primer coat, we then gave the vehicle two coats of a pale base colour called 'scummel' (two coats were needed, allowing each coat to air dry, before applying the second coat, to make sure the surface to be grained was solid, no transparency showing through). This base colour was chosen by shade to match the colour of the grain you were going to reproduce.

Once these two coats were dry, the surface was 'lightly' de-nibbed with 600 wet and dry paper, then the coloured coat (chosen by shade again, to reproduce the wood finish required) was applied on the top of the base coat (all by hand brushing).

A tool called a 'comb', which was basically a solid square piece of rubber, 6 inches long by 1½ inches square, but one of the sides was curved with a raised pattern, which would reproduce the grain effect. There were different 'comb patterns' for differing grains, as wood grains differ in the natural. So you chose the 'comb' with the pattern representing the timber you were going to reproduce.

Then, while the coloured coat was still moist, you 'combed' down from



the top of the panel to the bottom, and the pattern on your 'comb' would let the base coat shine through.

Now this was the skilled part; by varying wrist movements, you could effectively reproduce the grain effect and any knots that the wood in the natural might have, thus producing a very life-like wood finish.

Once you had finished the vehicle, this being quite a slow process, as you could not paint the whole vehicle and then 'comb' at the end, as the paint would dry on you, you had to do this in practical sections... sometimes with two men, plus an apprentice.

The vehicle was finally finished in one or two coats of pale or dark varnish, depending upon the wood you were trying reproduce.

I'm always interested when you do a series on fire engines, especially when you mention vehicles built in Glasgow by Bennetts of Springburn. I worked there from the late 1960s to the mid-'70s, and had the joy of painting some of these vehicles, one even going to a show in then West Germany.

Writing this has taken me back a nostalgic path thank you. Thoroughly enjoy the magazine, carry on the great work.

Iain Waddell, via e-mail



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MORE ON HALL & CO

I am still enjoying the Hall & Co Ltd apprentice story in Vintage Roadscene. Mentioned in Part 3 is the removal of the overdrive from the Guy six-speed gearbox. My late brother Colin was in the workshops at Fishers Green pit. He told me that the Guys went from 60 mph down to 42-45 mph with the five-speed box. They were now over-revving, then started blowing head gaskets, and eventually engines.

On page 11 of this issue, the Bedford TK or KFL1 tanker, 9032 BY, fleet no 2873, was new in March 1961. The Bedford K Type, HOY 451, fleet no 1364, was new in February 1950 and disposed of in January 1966.

On page 13, the Engineers Department ex-World War II Dodge WK60 6x6, FRK 929, fleet no 1090, was added to the fleet in February 1947 and disposed of in 1966.

Part 4 was also great. On page 10, the Bedford S Type tipper was my brother's favourite, registered TRK 912, fleet no 2230, with a Leyland 350 engine, new in July 1958 and disposed of in October 1963. On page 11, the two Commer bulk cement tankers were WBY 936, fleet no 2549, new in February 1960, disposed of July 1967, and XBY 961, fleet no 2656.

On page 11, Bedford A Type, NVB 916, fleet no 1843, was new June 1955 and disposed of January 1962. On page 12, in the lovely colour shot, Foden S21 with FD6 two-stroke engine, was bulk cement tanker, 1966 VB, fleet no 3291. Hall & Co preferred the two-stroke engines in the bulk cement tankers, both Foden and Commer, as they were higher-revving and better for blowing out the load.

On page 13, the Guy, 930 CRK, fleet no 3920, was new July 1964 and disposed of 1968. This is a lovely old shot, seen in 'Strata' magazine, published by Hall & Co for its employees. This issue was about the 'Victoria Line' being tunnelled. The Guy was in Fishers Green pit, heading for the 'chute', loaded with dark grey clay from the Victoria Line in Tottenham in North London.

They were back-filling the pit, where 'Ham River' had excavated the ballast. The Croydon Guys ran the clay from Central London back to the Woodside Brick company for making bricks.

The Road Haulage Archive, 'Tipping the Balance' was a great special magazine, which I enjoyed. On page 53, the bottom photo shows a 8x4 Foden half-cab tipper, with Neville alloy body. I am sorry to say



that St Albans Sand & Gravel did not have any of these. This was a St Ives Sand & Gravel vehicle. St Ives had a lot of these vehicles, as tippers and mixers.

The first livery was all dark green, both cab and steel body: the second livery was white half-cab with olive green Neville body, this would have been 1968-69. In about 1971, ARC took over St Ives, so they were repainted with a yellow cab and black body.

St Ives had a pit at the bottom of Windmill Lane, Cheshunt, Hertfordshire. We used to run with the St Ives Fodens, up and down the A10, to all the big construction sited in

London and the ready-mix plants.

St Albans Sand & Gravel Fodens all had the full cabs, S20, S21, S36, S39 and S80. There was only one half-cab on the fleet, a Foden heavy 4x2 dump truck, model 4DL6/24. This was at a pit at a place called 'Harrold', in north Bedfordshire.

I was pleased with the December issue of Vintage Roadscene and my Hall & Co article. The two photos at Fishers Green from John Hutchings on page 67 were a nice surprise. I was pleased to see these; the first shot is in front of the workshops, you can see the raised ballast heap on the right. It looks very



quiet, so this was a Sunday or Bank Holiday Monday. It would be nice if John had more pictures.

I have included here some copies of photos taken by my late brother Colin in 1966:

No 1 shows my late Dad, Stan, on the left in the cap, who had just signed for his fuel with Bill, the yard man, and his old Bedford, 965 DVB, fleet no 4075, by the plant.

No 2 is a winter shot, taken behind the workshops, of Bedford 4075 RK, fleet no 3076, with a mortar body.

No 3 shows a Guy Warrior, with the rare long doors – there were only two that we

knew of on the fleet – 917 BOY, fleet no 3663, with damage to both offside and nearside, taken behind the workshops.

No 4 shows Guy Warrior, 971 BOY, fleet no 3731, also accident damaged, the shot taken in front of the workshops.

No 5 is Guy Warrior, 944 COY, fleet no 3859, with slight offside front damage, taken behind the workshops.

No 6 shows AEC Mercury, 31 SPH, new to 'Ham River', which was used for a while in the pit, then it was sent to Salfords, where it was converted to a full cab, after removing the old 'Duramin' half-cab. This was in 1965,



when refurbished and repainted, she came back to Fishers Green and retained the old Ham River fleet no, 473. The picture was taken behind the workshops; to the right behind the AEC the chute road was a mile long.

The next pictures were all taken at different depots. No 7 shows the sad remains of Albion CD21, 4039 RK, fleet no 3043, which burnt out after a electrical fault in 1966. This was taken by Colin by the weighbridge at Fishers Green. The Albion is on the back of the wrecker, heading for Salfords – there is not much left of the glass fibre cab panels.

Picture no 8 was kindly given to me by Mr Alan Noakes, who drove for Hall & Co, then became a manager for Hall Aggregates. The 'heavy' Octopus had come to grief on the site of a swimming pool in Crystal Palace. He told me it was left there overnight and the recovery took place the next day. Leyland Octopus, 4031 RK, fleet no 3040 is seen next to Bedford, 9341 BY, fleet no 2983.

No 9 shows ex-Ham River AEC Mercury, previously with a Duramin half-cab, converted by Hall & Co to full cab with a cut down Guy alloy body. This photo was taken at South Ockendon, Essex, another old Ham River pit. The old AEC, well-sunk – as we used to say 'set' – the driver, the late Mick Vallis, a great mate of Dad's, kindly let me copy this photo and many more.

Lastly, there is a copy of a page from the old 'Strata' magazine from 1966, showing various forms of transport through the ages. S M Tidy of Brighton had connections with Hall & Co. I hope this is all of interest.

Alan Biggs, Enfield.

ANYONE FOR A PINT?

Your article brought back memories and old note books! The M&B 1947 Leyland Beaver, KHA 676, new as number 106 in the then livery of yellow with red wings, was noted re-numbered 7/23, on 8th July 1960, with the old cab, and again 9th July 1962, with Homalloy cab.

The 1949 Austin K4 tankers, NHA 438/9 new as numbers 140/1, becoming TK/5 & 6, I am pretty sure were new in the yellow/red livery (NHA 967, a later Austin Loadstar flat was also delivered in this livery).

1956 Austin 702, TOM 877, was new to Atkinsons Brewery Ltd, Birmingham, which was acquired in 1959. It became M&B number 7/28. The 1960 Austin 503 prime mover, 701 HA, fleet number A/15, was always in dark blue livery.

1962 Albion Reivers 4126 HA and 4130 HA were numbers 10/16 & 10/19. When noted in March 1969, 4126 HA had been re-painted in the Bass brown/red livery.

The eight-wheeled tanker, carrying fleet

number 357, was either a Leyland Octopus or an Albion Caledonian, and was a contract hire vehicle belonging to Bulwark Transport Limited, Chippenham, Wiltshire.

A mystery I would like explained is why all the eight-wheeled Bulwark tankers were always in the yellow/red M&B livery, long after the dark blue livery was adopted for true M&B vehicles.

These included fleet nos 83, GHR 483, Leyland, 184, LHR 684, Leyland, 429, XAM 18, Atkinson and 430, XAM 19, Atkinson, although much later in life, GHR 483 became blue.

Many years ago, a former M&B driver, Les Richards, gave me a copy of his handwritten notes of his life at M&B; a couple of details may interest your readers.

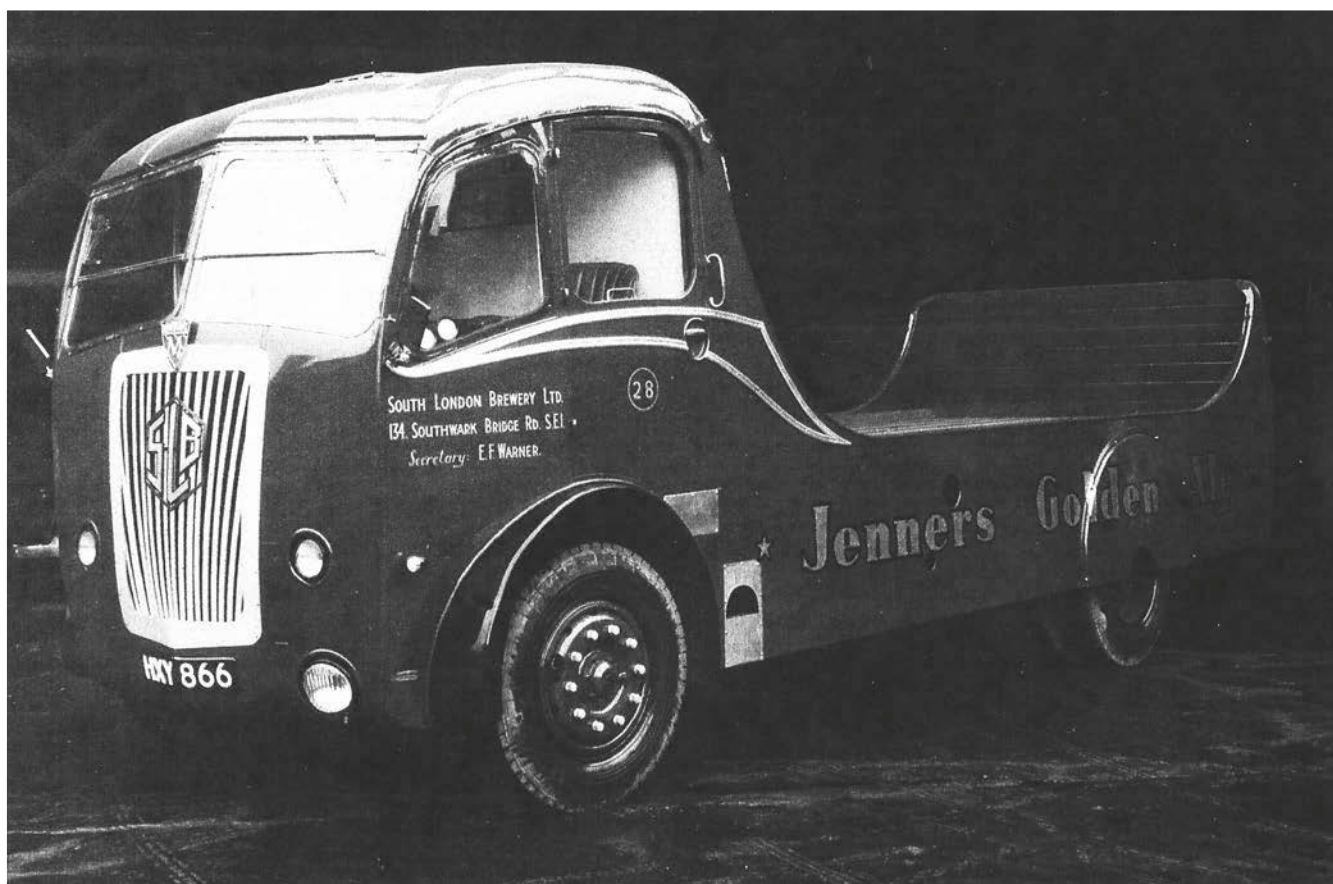
The Leyland Hippos always carried three draymen as normal, but what may not be known is that two of them were drivers, the reason being that sprained wrists and other accidents were common when unloading and positioning 'hogsheads' (54 gallons).

Nevertheless, 'the dray' had to return to Cape Hill without fail.

The third man, I can guess which one, with legs out straight on top of the engine cover and back upright at the rear of the cab, could only hold on by clutching the steel surround of the hinged roof vent. Many times in cold weather, his frozen fingers had to be prised from the vent opening, after a long journey. Summertime was different; he would position himself between the empty barrels and sun himself all the way home.

At every pub, they were each given a half pint of beer, or, surprisingly, those that didn't drink, 10 cigarettes. One man, who neither drank or smoked, always took the cigarettes and sold them on and recalled that the amount saved up almost bought his first semi-detached house (£1,500 pounds in those days). All in the days before modern 'health & safety', 'drink & driving' and 'benefits in kind'...

Ron Thomas, Worcester.



JENNER'S MAUDSLAY

With regard to Vintage Roadscene No 217, December 2017, and the article on brewery vehicles, here is a copy of an official Maudslay photograph of a Jenner's dray, taken when brand

new, complete with Maudslay radiator badge. The registration number HXY 866, dates from late 1948, but is a London County Council issue, as opposed to the Middlesex-registered pair shown in the pictures in the

article.

The original of the picture here is one of 24 – 17 lorries and 7 PSVs, in an album issued by Maudslay in late 1948-early 1949.

NOT SIGNED

I WAS THERE

I enjoyed your article on textile transport in January issue. I spent many hours as a young boy in the 1950s, accompanying my father, delivering cloth into various premises in and around Manchester in an old Dodge, DRJ 253.

I noted that the driver of the Karrier Bantam artic, seen at the bottom of page 39, is delivering cloth, throwing it down a chute, rather than loading up as in the caption. Excellent magazine. Thanks.

Ray Bryden, via e-mail



ANOTHER DRAY AND A TROLLEYBUS

Photographed by the late John Fozard, on the elevated section of City Road Newcastle, McEwan's ERF V type, LSC 495 (Edinburgh, 1954), is seen having ropes removed, ready for the off-loading of beer crates. The McEwan's brands have been owned by Marston's Brewery since May 2017. The portrait logo seen on the lorry front is loosely based on the 'Laughing Cavalier' painting.

Passing is Newcastle Corporation trolleybus 625, a BUT (British United Traction) 9641T, NBB 625 (Newcastle, 1949), on service 34, to Denton Square from Wallsend. BUT was a joint company, established in 1946, to combine the trolleybus interests of AEC and Leyland.

Newcastle received two batches of these vehicles, the first in 1948, which were identical to Q1 type trolleybuses being produced for London Transport, and accepted to expedite early delivery in the immediate post-war period. The second delivery was in 1949/50, and incorporated some Newcastle features. Both batches had 70 seat bodies by MCCW (Metropolitan Cammell Carriage & Wagon Co).

In the background is the warehouse of Johnson Dodds & Co Ltd, which was a wholesale grocer. The building is now converted into apartments. The site of the property immediately behind the trolleybus is now occupied by a Travelodge.

Colin Barker, Wilby, Suffolk.

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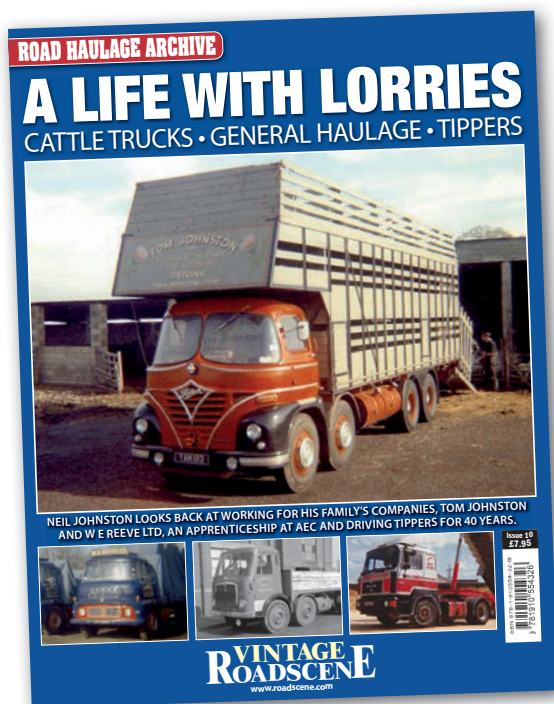


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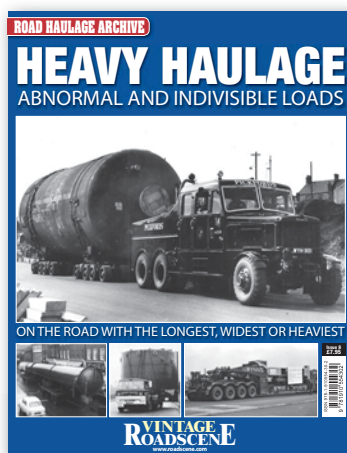
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Ironstone Dumpers Getting Heavy

The pictures on this page tie up with our Scenes Past feature back in the August 2017 issue and Greg Evans of Kettering's letter in the last issue.

In August, we showed a number of Perkins-powered Fordson ET7 tippers, fitted with what we might term dumper bodies for use in the ironstone quarries in Northamptonshire, feeding the iron and steel-making industry during the 1950s. These were operated by a company called W G Eales, based in Wellingborough, which had a large and varied fleet of lorries, and also ran vehicles in the livery of Mineral Haulage and General Contractors.

It might seem surprising to us, but the comparatively lightweight Fordsons appeared to have stood up well to the punishment of quarry work as, indeed, did later Thames Traders with construction companies like Wimpey and Taylor Woodrow. However, the ironstone quarry work was later taken over by more bespoke vehicles.

The orange and black M H & G C livery also appeared on at least eight short wheelbase four-wheeled Fordson dump trucks. The pictures of the fleet, along with a single S21-cabbed road-going Fordson were taken in the Old Praed's Brewery Yard in Wellingborough, by the publicity department of Fordens Limited, and previously appeared in the series of limited edition

books of local transport pictures, published 1999-2005, by the Rotary Club of Rushden Chichele.

Of course, the Fordson dumpers were road-registered, including NNV 777, 202 ABD, XBD 99 and HRP 666 (Northamptonshire, 1952-1960), and conformed to C & U Regs – with lights, mudguards and so on (at least when they were new...). The other picture shows one of them, on Cheshire tradeplates, 455 MA, on delivery from Fordens to M H & G C. Whether the picture was taken at Fordens or at the customer's premises is difficult to say. What is unusual is that all the managerial types in the picture have beards – suits and ties, of course – but beards were a rarity outside the Royal Navy in those days.

You can't help wondering how the drivers took to the Fordsons after a number of years with the Fordons. I would imagine they were rather different, especially with the half-cabs, probably not to everybody's taste. However, the bodies were really quite small and probably couldn't have been loaded with much more ironstone, so they wouldn't have been loaded to and beyond the limit, and worked as hard as the lighter vehicles.

These Fordson dumpers – and the Fordons, for that matter – must have looked good in the orange and black livery. It's a pity none seems to have survived. (CHC aaa548)



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